

Report to Governor Shaheen on

Sprawl

State of New Hampshire,
Jeanne Shaheen, Governor

NH Office of State Planning,
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State of New Hampshire
By Her Excellency Jeanne Shaheen, Governor
A Proclamation

EXECUTIVE ORDER 99-2

An order pertaining to the Council on Resources and Development and the preservation of New Hampshire's traditional communities and landscapes

WHEREAS, New Hampshire's unique and varied landscape of seacoast and mountains, lakes and rivers, and forests and fields, is of irreplaceable value to current and future generations of New Hampshire citizens; and

WHEREAS, our traditional communities, which include historic meeting houses, village greens, mill buildings, and grand hotels, represent patterns and styles of development which are in harmony with the landscape and of a scale sympathetic to our citizenry, and

WHEREAS, the pattern of small scale communities with a background of open space and with natural resources in easy reach of where we live, work and play, is a key component of New Hampshire's high quality of life and economic competitiveness; and

WHEREAS, the current forecast for continued, steady growth and prosperity brings many benefits, such as new jobs and economic opportunity as well as new citizens with energy, talent and ideas, these same forecasts point out the need to take stock of our assets, and to assure their availability to future generations; and

WHEREAS, in other areas of the nation where citizens have failed to recognize the importance of the traditional landscape, incremental development decisions have resulted in a pattern of extensive and uncoordinated commercial residential and industrial development; and

WHEREAS, it is essential for New Hampshire to maintain and enhance its unique character and high quality of life to ensure future prosperity and help achieve our full economic potential; and

WHEREAS, future generations of New Hampshire citizens will look back with regret if we permit the insensitive and inappropriate development patterns seen in other areas to mar the New Hampshire landscape and erode our quality of life; and

WHEREAS, state government, in close coordination with local, regional and federal entities, can play a significant role in shaping future growth and development patterns,

NOW, THEREFORE, I, JEANNE SHAHEEN, GOVERNOR of the State of New Hampshire, by the authority vested in me pursuant to Part II Article 41 of the New Hampshire Constitution, do hereby order and direct that effective immediately: The Council on Resources and Development (CORD), both through itself and through its ten member agencies shall commence an inventory of agency actions currently underway which promote the retention of our traditional communities and landscape, and further CORD, and its member agencies, shall examine ways in which their current programs, rules, regulation and granting programs might be improved upon so as to insure that, as State agencies, they are working to retain our traditional landscape to the maximum extent feasible. CORD shall complete this process by May 15, 1999. CORD shall then extend this inventory and examination process so that, by September 1, 1999, all state agencies will have completed this process. By October 1, 1999, CORD shall prepare a report for the Governor detailing actions taken to date and recommendations for additional programmatic changes. In this way, we in the Executive Branch will be able to assure the public at large that we are doing everything we possibly can to insure that our traditional communities and landscapes will be available for our children and future generations.

Signed February 4, 1999, Jeanne Shaheen, Governor, State of New Hampshire

Executive Summary

This report is in response to Governor Jeanne Shaheen's Executive Order 99-2, her proclamation directing state agencies both to recognize the importance of preserving New Hampshire's traditional communities and landscapes, and to evaluate actions they either are taking or might be taking to further that goal. That order underscores the importance of our landscape features as contributors to the overall quality of life in New Hampshire. It recognizes the impact that public actions by state agencies may have on these features, as individual decisions are made in rulemaking, in grant making, and in deciding where to locate state offices and other public facilities.

By almost any measure, New Hampshire is once again in a phase of considerable growth. Per capita income, population, and our economy are all increasing. Unemployment, poverty, and other signs of social and individual distress are all declining. One of our most important challenges is to manage the forces of growth so that it is sustainable into the future. From individual citizens to published reports, there is an increasing understanding that one of our strongest economic attractions is simply the way we are: the nature and scale of our communities, our reliance on the individual citizen, our attractive environment and wealth of natural resources.

We are currently growing at a rate approaching 15,000 people each year. This adds vibrancy to New Hampshire. It adds jobs. It brings new ideas. It creates new economic opportunity. It also brings changes to our communities, and converts lands that were once undeveloped or used for agriculture and forestry to more intensive uses. The issue is not one of growth itself. Rather it is the nature, location, and manner of our current growth that is of concern. How can we grow, and still maintain our traditional communities and landscapes?

This concern falls under many broad headings. Some call the results of unmanaged growth sprawl. Others aim at the process of dealing with the forces of development, and call for smart growth or managed growth. By whatever name, the underlying concern is that the result of unmanaged growth is all too frequently presenting us with a landscape that is foreign to the scale and traditions of New Hampshire.

In community after community, the local master plans repeat one of two goals. In the smaller communities, the over-riding goal of the master plan is most frequently "To preserve the rural character of our town." In the larger communities, the mill towns that grew up close by the rivers and water power sites, the charge of the master plan is "To revitalize and strengthen our downtown core." And yet, despite these worthy goals, the sprawling results of unmanaged growth are frequently the antithesis of these statements.

Sprawling growth moves away from our town centers, leaving downtowns struggling. It spreads residential development across the rural landscape on large lots, eliminating the farms and woodlots of the working landscape, the pieces that are the very essence of rural character. The resulting pattern of development leaves islands of single uses widely spread apart from each other. In many areas the automobile becomes the only logical way of reaching these far flung districts. In-

stead of the traditional mixed use patterns of development, where at least some residential development was directly accessible to downtowns that provided a variety of commercial, industrial, and institutional activities, we have residential subdivisions and office parks far outside of downtown. Instead of small scale retail centers, we have stores and retail complexes hundreds of thousands of square feet in size, surrounded by acres of parking. In doing so, we are losing any traditional, distinctive New Hampshire character.

State government cannot, and should not, seek to control these forces completely, but Governor Shaheen's proclamation asks agencies to evaluate what they are currently doing that may be having an impact, either positive or negative, on these forces, and then asks them to examine how they might better address these issues in the future. How do we make grants? Do we favor intown sites as much as we might? Have we evaluated all of the impacts of some of our rulemaking? Are we inadvertently driving people towards new, undeveloped sites? Are we sensitive to issues such as downtown revitalization and historic building preservation when we make our own real estate decisions.

This report is a beginning. Under legislation passed in the spring of this year, the Office of State Planning is to undertake a study of sprawl in New Hampshire. That effort will look to further define what sprawl actually is, where it is occurring, and what public policy changes at the state and local level might be considered to assure the long term availability of our traditional communities. That work has begun, under the direction of an advisory committee that includes builders and developers as well as the environmental and preservation community. This report to the Governor will be a baseline for that effort.

In response to the Governor Shaheen's proclamation and directive to state agencies to re-examine their current practices, the following preliminary conclusions have been drawn:

- Office Siting In an attempt to support downtown revitalization efforts, state agencies should seek to locate their own offices in downtown areas and in existing buildings wherever practical.
- Agency Policy An overall state policy on sprawl should be developed, and individual agencies should be encouraged to reflect this policy in their individual mission statements.
- Agency Grants In providing grants, technical assistance, education, and other forms of assistance to local communities and others, agencies should give priority to projects that strengthen village centers and downtown areas.
- Agency Rules In developing rules to achieve their primary missions, agencies should examine the outcomes to determine if they may inadvertently be leading others into actions which may be contributing to sprawl, and, if so, explore alternative approaches where feasible.
- Transportation Agencies should support efforts by the Department of Transportation to encourage the development of corridor management plans at the community level, and should undertake pro-active programs themselves to encourage more efficient travel and transportation by their own employees.

I. Introduction: defining the problem

Where we are: a balance

Physically, New Hampshire is still a largely rural, forested state composed of a few urban centers and small towns and villages. The open, sometimes rugged landscape gives New Hampshire its traditional character, integrity, and sense of community.

New Hampshire is also a dichotomy. The bulk of our population lives in urban centers and former mill towns. And yet our dominant image is that of a rural landscape. In the past several decades our population has begun to migrate out of urban centers to the countryside, looking for a piece of that rural life. The result is the breaking up of the very open space we seek. We value the open landscape, but we are beginning to erode it with widely spread development.

The state has experienced solid economic growth in the past decade. Median household income, job growth, and employment are all up. Per capita income ranks eighth in the nation. The number of people migrating to New Hampshire, drawn by economic opportunities and the quality of life here, has increased.⁽¹⁾

New Hampshire can boast a relatively clean environment. Air and water quality indicators are up. Half of our land is in current use and another 18% is permanently protected, meaning citizens and visitors can enjoy large amounts of open space.⁽²⁾

The challenge now is to continue to grow and change while still retaining what is so valuable to us: open space, a forested, rural environment, and a landscape that reflects our history and traditions.

One thing that threatens our ability to do that is sprawl.

1 Business and Industry Association of New Hampshire. *The New Hampshire Economic Opportunity Index*. January 1998, pages 2, 8, 9, 11, 12.

2 Ibid, pages 18, 20.

Sprawl

The term 'sprawl' is commonly used, but may not be commonly understood.

This report defines sprawl as “the inflation, over time, in the amount of land area consumed per unit of human activity, and in the degree of dispersal between such land areas, brought about as the avoidable consequence of society’s use of automobiles.” ⁽³⁾

In other words sprawl is a pattern of development that results when:

- We use more and more land for various human activities
- The places where we conduct activities are farther apart, and tend to be in homogeneous rather than mixed use groupings
- We rely on automobiles to connect us to those places

For example, a new school on the outskirts of town uses up previously open space, and increases the need for driving to get kids from neighborhoods to the outskirts. A renovated school, or one added on to, preserves the open space, and doesn't increase the need for driving.

Clearly automobiles are important and necessary to the modern way of life. It is the way we choose to use automobiles – and land – that results in either planned, thoughtful growth, or unnecessary sprawl.

Development or change in land use contributes to sprawl when:

- It increases the need or demand for motor vehicle trip miles per unit in the community
- It increases the per person or per unit amount of land space devoted to cars
- It otherwise increases the per person or per unit consumption or fractionalization of land areas that would otherwise be open space

Is sprawl a problem in New Hampshire?

The New Hampshire Land and Community Heritage Commission believes that “today (and into the foreseeable future) the pressures on our natural, cultural, and historical resources caused by growth and sprawl are seriously affecting the quality of life of New Hampshire citizens.” ⁽⁴⁾

Citizens agree. In a survey of 616 New Hampshire residents, 82% said they were extremely or somewhat concerned about the loss of open space, or historic or cultural resources in New Hampshire. ⁽⁵⁾

Looking forward, the Business and Industry Association of New Hampshire states that the key to our future economic well-being must include “attention to the factors which influence our quality of life – a clean environment, our rural character, attractive, vibrant cities, and social, recreational, and cultural amenities.” ⁽⁶⁾

3 Waugh, H. Bernard, Jr. “What is Sprawl, and Why Prevent It?” *New Hampshire Town and City*, April 1999, page 13.

4 *Interim Report of the New Hampshire Land and Community Heritage Commission*, January 4, 1999. Executive summary.

5 *Ibid*, page 29.

6 Business and Industry Association of New Hampshire. *An Agenda for Continued Economic Opportunity in New Hampshire*. January 1997, page 9.

The legislature has expressed its concern, declaring that “next to clean air and water, productive land that results from mountain, forested and agricultural open space is one of the most valuable commodities in the state, necessary to the economy, health, and welfare of its citizens.”⁷ They backed up the concern by funding a year-long study by the Office of State Planning to determine the effects of sprawl and make recommendations to deter it.

Why we need to address sprawl

Citizens, industry, and conservation groups have all expressed concern about sprawl. Here’s why:

- Sprawl is expensive. The State of Maine found it had to build new schools in formerly rural areas, even though total student population in the state had gone down. Busing to schools was an added expense. More miles driven per person increased road maintenance expenses. And the cost of police protection went up 40% in part due to increased traffic and dispersal of the population.⁸
- Sprawl makes New Hampshire less attractive to business. The Business and Industry Association describes successful economic development programs as those that emphasize education, infrastructure, and quality of life. In order to continue to attract solid businesses to the Granite State, we must be able to offer all three.
- Sprawl makes us less attractive to visitors. We rely substantially on tourism in New Hampshire, and much of what brings people here is the physical environment: open space, forests, a rural environment, and cultural or historical sites.
- New Hampshire’s forest and agricultural land produces income and provides jobs while maintaining open space.
- What we have now is of value to our citizens and is worth preserving. Our landscape, history, and character are part of what makes New Hampshire such a wonderful place. Clearly they are important to those who choose to live here.

Over time, sprawl erodes the landscape and with it our tradition and character.

Clearly, traditional values and ways of life must be balanced with hopes for a vibrant future, both economically and in the quality of life we can offer our citizens. Sprawl puts our past as well as our future at risk.

This report summarizes what state agencies are doing that can have an effect on sprawl. It then looks at what else New Hampshire can do.

⁷ HB208, 1999 Legislative Session, House non-concurred with Senate amendment.

⁸ Waugh, H. Bernard, Jr. “What is Sprawl, and Why Prevent It?” *New Hampshire Town and City*, April 1999, page 14.

II. What we are currently doing



Current agency actions, programs, or policies that affect sprawl can be divided into six categories:

- 1. Planned investment in urban or village infrastructure**
- 2. Land use planning and preservation of downtown and village centers**
- 3. Rehabilitation of urban properties**
- 4. Location of state offices or other facilities**
- 5. Preservation of open space**
- 6. Transportation planning**

This section summarizes what state agencies are doing now in each of the categories.

1. Planned investment in urban or village infrastructure

State agencies directly invest in infrastructure by:

- Providing funding for downtown revitalization projects
- Providing financial assistance to municipalities for construction or reconstruction of:
 - Schools
 - Water and sewer systems and facilities, and
 - Other community facilities
- Building roads and bridges
- Preserving abandoned railroad corridors
- Providing bicycle and pedestrian facilities

These expenditures help limit sprawl and its effects when they focus on maintaining and enhancing urban and village centers.

For example, adding on to or renovating an existing school building rather than building a new school can preserve existing open space. Grants for bicycle and pedestrian facilities reduce traffic congestion and pollution, and can make an existing downtown a more appealing place to be. Waterfront improvements and downtown revitalization projects enhance the attractiveness of a downtown, drawing small businesses and citizens back in.

Grants and permits for wastewater and drinking water infrastructure can encourage development in certain areas, and discourage it in others.

Here's an inventory of what state agencies are doing about urban and village infrastructure:

Community Development Finance Authority (CDFA)

- Funds community development and downtown revitalization projects. All projects must meet local land use requirements.
- The New Hampshire Main Street Center is a delegate agency of the CDFA. It provides technical support to communities that want to reinvest in traditional downtowns and commercial centers. The Main Street program actively discourages sprawl and commercial strip development.
- The Authority also maintains four funds: The Economic Development Ventures Fund, Seed Capacity Grant Program, Technical Assistance Fund and the Training and Education Fund. These funds provide support for small home businesses, help support community development organizations, help towns develop master plans for economic development, and provide scholarships for staff members of community development organizations.

Department of Cultural Resources

- Through the New Hampshire State Council for the Arts, funds renovation of cultural facilities that support the arts for the general public, and are operated by charitable organizations or municipalities. This helps communities keep and maintain cultural facilities in downtown locations.

Department of Education

- Encourages school districts to renovate or add on to existing school buildings rather than build new schools.

Department of Environmental Services (DES)

- Provides funds for wastewater infrastructure through the State Revolving Fund (SRF) and State Aid Grant (SAG).
- Provides funds for water supply system infrastructure through the Drinking Water State Revolving Fund (DWSRF) and the State Filtration Grant.

Department of Transportation (DOT)

- Funds such projects as bicycle facilities, scenic and historic highway programs, and preservation of abandoned railway corridors through the Federal Transportation Enhancement program.

Office of State Planning (OSP)

- Uses Community Development Block Grants (CDBG) to fund public facility improvements, and housing construction and rehabilitation.
- Supports downtown capital improvement projects, like waterfront improvements, through the New Hampshire Coastal Program (NHCP).
- Funds downtown parking, pedestrian facilities, and other projects through the Scenic Byways program.

2. Land use planning and preservation of downtown and village centers

The state strongly encourages communities to adopt sound land use policies by:

- Providing technical assistance to communities in the areas of zoning and land use planning
- Providing data to help communities make sound decisions
- Promoting historic resource preservation by public and private groups and individuals

Towns and municipalities make many decisions that have an effect on sprawl. By providing expertise, technical assistance, tools and resources, state agencies become positive partners in these decisions.

For example, local development can have an adverse effect on wildlife habitat; Fish and Game can provide the expertise and information to help towns determine that. In Plymouth, Salem, and Peterborough, Emergency Management has helped analyze the possibility of natural hazards in the downtown areas, and provided planning assistance should they occur. Environmental Services has developed rules for sewage systems that may be applied to cluster developments. And OSP collaborates with other state agencies and non-profit organizations on the Community Design Charrette project which supports communities in their efforts to identify and solve planning and development problems.

An inventory of how state agencies are assisting communities in land use planning and the preservation of downtown and village centers follows:

Department of Cultural Resources

- Through Certified Local Governments (CLG) program, a partnership between local governments and the Division of Historic Resources, funding is provided for historic preservation projects in twelve New Hampshire cities and towns that are recognized as CLG's..
- Provides grants for arts projects like downtown festivals, new art work in the center of a community, or presentation of a series of art programs in the downtown area through the Arts in Communities Program.
- The Conservation License Plate Fund will provide additional funding for rehabilitation of existing historic structures.

Department of Resources and Economic Development (DRED)

- Uses Tax Increment Financing Districts to make reinvestment in existing downtowns more affordable for municipalities and more attractive to investors and developers.
- DRED's Office of Business and Industrial Development devotes about 80% of its resources to working with existing businesses. It encourages businesses to expand at their present sites, or in lower growth areas of the state.

New Hampshire Fish and Game

- Advises state agencies and municipalities when they are reviewing road, utility, and other development proposals. Helps identify potential impacts of proposed development, and recommends alternatives to protect resources and reduce land fragmentation.
- Identifies resources critical to protection of . Releases reports to planners, state agencies, and conservation organizations. A critical concern is the continued fragmentation of natural habitats.

Department of Transportation

- Provides information to municipalities regarding potential noise impacts along existing highway corridors, to discourage incompatible development.
- Through the environmental analysis process for transportation improvement projects, identifies important historic and archeological resources (contributing to the development of a statewide inventory of such resources) and implements appropriate mitigation measures, including preservation.

New Hampshire Office of Emergency Management (OEM)

- Project Impact, a cooperative effort of FEMA, OEM, and local communities, focuses on extensive planning and analysis of natural hazards. Projects in New Hampshire have focused on encouraging development to remain in downtown areas.
- Limits development in areas of extreme flood danger through the National Flood Insurance Program, a federal program administered by OEM.

Office of State Planning

- Provides technical planning assistance to towns and regional planning agencies through the Municipal and Regional Planning Assistance program.
- Helps towns identify, evaluate, and solve planning and development problems through the Community Stewardship Program.
- Works with coastal communities to provide planning assistance on land use and resource management through the New Hampshire Coastal Program.
- With the Department of Transportation, applies for and administers funds from the Scenic and Cultural Byways program. The program promotes eco-tourism, the preservation of natural and cultural resources, and fosters the use of alternative forms of transportation.
- With the University of New Hampshire and CORD agencies, provides automated geographic information through GRANIT, a geographic database. GRANIT information supports master plans and related land use studies.
- With Environmental Services, helps towns address polluted runoff problems related to development through the Non-point Source Pollution Control Program.

3. Rehabilitation of urban properties

It makes sense to reuse existing buildings and previously developed land to control sprawl. The state helps communities to do this by:

- Cleaning up contaminated sites
- Funding rehabilitation of housing and other buildings
- Funding historic building restoration
- Helping in the planting and management of community trees

Reusing existing buildings and previously developed but abandoned land provides a viable alternative to new development. By locating new development in existing urban areas, we help control sprawl. However, older buildings may need rehabilitation to make them safe and attractive to tenants or owners. The Office of State Planning administers Community Development Block Grants

(CDBG) that can be used for such rehabilitation. The Scenic Byways program also helps by funding historic building restoration.

The Department of Environmental Services has several programs, some in conjunction with OSP, that help clean up polluted or contaminated sites so that they can be used again for industry. And the Department of Resources and Economic Development helps communities maintain attractive and natural town environments through its Community Tree Steward Program.

An inventory of these efforts follows.

Department of Cultural Resources

- Reviews construction or reconstruction of infrastructure and community facilities to make sure that historical or archaeological factors are considered, and that adverse impacts are avoided or minimized. This helps preserve or rehabilitate historic properties.
- Through the Preservation Tax Incentives program, provides a 20% tax credit for work done on income producing properties listed on the National Register of Historic Places. This leads to rehabilitation of existing structures in previously developed areas for uses like affordable housing or business.

Department of Environmental Services

- Pursues federal grants to help municipalities restore polluted sites (brownfields) in urban areas for reuse.
- Encourages reuse of abandoned industrial land through the Covenant Not to Sue Program. This program gives landowners protection from liability, in exchange for the development and execution of remedial action plans to clean up their polluted sites.
- Uses EPA's Emergency Removal Program to promote redevelopment of abandoned industrial land. The program removes barrels of chemicals, tanks, and waste piles that pose public health or environmental threats.
- Through the Petroleum Reimbursement Program provides funds for the clean up of petroleum releases. The program has been especially helpful in minimizing the abandonment of small country stores and gas stations in New Hampshire.
- Worked closely with the Air Force and the Pease Redevelopment Authority to investigate and clean up polluted sites on the former Pease Air Force Base.

Department of Resources and Economic Development

- Assists in the maintenance of an attractive natural landscape in urban areas by sponsoring a Community Tree Steward Program. The program uses trained volunteers and is designed to help communities focus attention on the management of their trees.

New Hampshire Housing Finance Authority

- Funds development of housing for low income people through Low Income Tax Credits, HOME Investment Partnerships, and other funds. A scoring system for awarding funds favors the rehabilitation or reuse of existing properties.
- HOME Investment funds may also be used to rehabilitate single family homes.
- The First Time Program finances mortgages for first time single family homebuyers. Income and purchase price are limited under the program, so buyers tend to purchase existing homes rather than new ones.

Department of Transportation

- Through the Transportation Enhancement program, the Department has supported the rehabilitation/restoration and reuse of historic transportation facilities, including rail depots in the towns of Gorham, Plymouth and Ashland and a historic warehouse in Concord.

Office of Energy and Community Services (ECS)

Sponsors four programs that focus on improving energy efficiency in commercial or government buildings, and homes. They are:

- The Building Energy Conservation Initiative
- Community Energy Partnership Grants
- Weatherization Assistance
- Home Improvement Information Resources

All of the programs increase the useful life of buildings by making them energy efficient. In some cases the programs may increase the value of the building, making them attractive alternatives to new development.

Office of State Planning

- Administers CDBG grants that help with public facility improvements and housing rehabilitation.
- Through the New Hampshire Coastal Program (NHCP) administers funds to help communities develop strategies for the reuse of centrally located contaminated sites.
- Applies for and administers federal Scenic and Cultural Byways funds. Projects include historic building restoration.

4. Location of state offices or other facilities

Many state agencies use regional or district offices or other local facilities, such as town halls, to provide services. When state agencies decide where to locate, they can give priority to locations in urban areas or village centers.

Because state government is a large organization, it can have a real impact on reducing sprawl by its actions, and by setting an example for others.

Current actions in this area follow.

Department of Corrections (DOC)

- When siting District Offices and Sub-offices, DOC uses existing structures. A key criterion for the location of offices is access to clients, so offices are usually in or near urban or village centers.

Department of Cultural Resources

- The archaeological laboratory and curation facility are housed in a Concord warehouse. The Department is working toward consolidating all its divisions into a single facility, close to downtown Concord and accessible by public transportation.
- The North Country Office of the State Library is located in downtown Lancaster, in an existing building that was upgraded to meet state specifications.

Department of Education

- Education's two main offices and seven regional offices are located in existing state owned or rented facilities, and are in urban areas.

Department of Health and Human Services (DHHS)

- DHHS recently moved its main offices to the renovated Brown Building at State Office Park South. The department leases several satellite offices throughout the state. The location of their offices frequently favors downtown locations since the department takes into account the needs of their clients, particularly public access, as primary criteria.
- DHHS, Bureau of Vital Records, is implementing its VRV2000 system, which will make vital records information available at town offices. This makes it possible for citizens to obtain copies of birth, death, and marriage certificates locally, without traveling to Concord.

Department of Safety

- The Department also allows citizens to register motor vehicles with their town and city clerks. This on-site service is more convenient for citizens, decreases travel, and uses existing sites to provide service.

Department of Resources and Economic Development

- DRED currently has a policy on the use of mountain tops for communication towers. The policy limits towers on DRED owned land to the 16 sites historically used for public safety communications. For any additional sites the policy requires local and regional public hearings and Governor and Council approval.

Department of Youth Development Services (YDS)

- Currently, YDS runs three programs at two separate facilities. Both facilities are long standing state institutions. There are plans to rehabilitate buildings on the Manchester campus in order to consolidate programs in one location.

New Hampshire Community Technical College System

- The Technical Colleges are encouraged to renovate or add on to existing buildings where possible.

New Hampshire Employment Security (NHES)

- NHES and its One-Stop partners, in cooperation with the New Hampshire State Library, will provide enhanced access to the NH WORKS One-Stop System at computer workstations in 75 libraries across the state. Individuals and businesses will be able to get information about employment opportunities, training, the labor market, and supportive services locally.

New Hampshire Veterans Home (NHVH)

- The Veterans Home is planning a 100 bed addition to its existing facility. NHVH plans to continue to centralize programs and facilities on the existing campus rather than developing these throughout the state.

Pari-Mutuel Commission

- The commission maintains field offices at each race track in existing structures.

Public Utilities Commission (PUC)

- The PUC leases space in an urban area, and is currently evaluating its need for office space. In the selection process, buildings available for renovation in Concord are given additional consideration where possible.

5. Preservation of open space

Open space is a traditional characteristic of the landscape in New Hampshire, and it remains important to our citizens. Here are some of the approaches agencies are taking to maintain it:

- Acquisition of land
- Management of land
- Protection of important natural resource areas
- Environmental planning
- Mitigating the effects of development on certain habitats
- Support of forestry and agricultural sectors
- Promotion of the wise stewardship of privately held land

The preservation of open space is a very important tool for state government in its efforts to control sprawl. By making reasoned decisions about holding some portion of land free from development, or by supporting land use that precludes development, land is kept open for future generations to enjoy. By identifying and protecting natural resources such as wetlands and water supply sources, natural landscape and open space is retained. We also maintain what is valuable to us – natural beauty, a diverse plant and animal population, and the rural character of New Hampshire's towns and cities. And when we provide education and information to citizens about open space and land management, we build support and appreciation for land preservation.

New Hampshire uses several approaches to help preserve open space. Here are some examples.

Current Use Board

- New Hampshire's current use law, administered by the board, taxes undeveloped land of ten or more acres at a rate far lower than that of land available for development. This helps keep the ownership of open land affordable.

Department of Agriculture

- Promotes farmland retention by sponsoring Farmer's Markets. Markets are often located on existing space in urban centers.
- Encourages the maintenance of the state's most scenic and attractive farms through the Farms of Distinction awards.
- Gives Agricultural Promotion grants to assist farm and agricultural organizations with promotional activities.
- Monitors the status of 31 Agricultural Land Preservation easements.

Department of Cultural Resources

Works closely with other agencies and organizations on open space preservation. Has focused on agricultural properties and barn preservation. Introduced legislation to provide grants to barn owners.

- Uses Historic Preservation easements to protect historic farms, farmland, forests, and archaeological sites.

Department of Environmental Services

- Uses Supplemental Environmental Projects (SEP) when negotiating settlements of environmental enforcement actions. SEPs are environmentally beneficial projects which a party agrees to undertake in settlement of an enforcement action. DES has used SEPs to enhance environmental protection by acquiring fee simple ownership or a conservation easement of valuable natural resource areas.
- Regulates development that fills or adversely affects the health of tidal or inland wetlands. Often can mitigate negative effects by protecting other wetlands of greater or equal value.
- Through the Regional Environmental Planning Program, helps regional planning agencies conduct inventories of locally important natural and cultural resources. Also provides technical assistance to communities on resource protection and sprawl prevention.
- A Water Supply Conservation Program is included in the second year of the biennial budget which would provide matching funds to public water suppliers to protect source water supply areas.
- Under the Subsurface Sewage Disposal System Program, Cluster Subdivisions, Lot Density, DES can calculate sewage system requirements for cluster developments. This helps those towns that allow cluster development to approve them, thus retaining open space.

Department of Resources and Economic Development

- Manages state forests and parks through its Forests and Lands, and Parks and Recreation divisions.
- Provides for federally funded acquisitions or easements on working forest lands through the Forest Legacy Program.
- Provides technical support to landowners and resource professionals regarding sound forest stewardship, and supports forest management planning and improvement projects through the Forest Stewardship Program. This is a federal program administered cooperatively with the UNH Cooperative Extension.
- Counts, monitors, and protects rare plant species and significant natural communities through the New Hampshire Natural Heritage Inventory.
- Provides information, technical assistance and education to landowners on sustainable forest management through the New Hampshire Tree Farm Program.
- A Forest Sustainability Standards Work Team recommends voluntary forest management practices. A guidebook, Good Forestry in the Granite State, was released in February of 1997.
- Administers the federal Land and Water Conservation Fund for acquiring open land and improving recreational facilities.
- The Economic Action Program provides marketing and technical assistance to the forest industry to help increase the market for forest products. This program is administered cooperatively with the UNH Cooperative Extension Service.

- Provides forest information and education at three sites in the state: The Urban Forestry Center, Fox State Forest, and Shieling Forest.

Department of Transportation

- Preserves wetlands or creates new ones as mitigation for unavoidable effects resulting from highway and bridge construction and improvements.
- As mitigation for unavoidable impacts, preserves/protects important wildlife habitat through fee acquisition and/or conservation easements.
- Promotes a watershed approach to natural resource protection through a pilot project to identify non-traditional mitigation opportunities to offset impacts resulting from transportation improvements proposed in the Town of Belmont.

Joint Board of Licensure and Certification

- The Board of Licensure for Foresters actively supports Forestry and Forest Management; the Board of Certification for Natural Scientists promotes the wise use of land, including wetlands.

New Hampshire Fish and Game

- Cooperatively manages state forest, parks, and wildlife areas with DRED. Fish and Game also acquires land and easements for wildlife management areas.
- Funds the UNH Cooperative Extension Wildlife Habitat Conservation Program, which provides training and technical assistance on habitat stewardship to community leaders, landowners, and natural resource professionals.
- Inventories, monitors, and protects threatened and endangered wildlife species through its Threatened and Endangered Wildlife Protection Programs.
- Sponsors three visitor and education centers designed to educate the public on ecology and resource management: Sandy Point Discovery Center, Twin Mountain Visitor Center, and Warren Visitor Center.

New Hampshire Community Technical College System

- Offers use of athletic fields to community youth athletic groups, thus reducing the need to use undeveloped land for athletic fields.
- A partnership with the Technical College at Nashua and the Pennachuck Waterworks uses land on the college to provide clean water to Greater Nashua. Helps protect and improve the wetlands on college land.

Office of State Planning

- Through the New Hampshire Coastal Program (NHCP) and the National Estuarine Research Reserve, funded a priority land protection strategy for Great Bay. The strategy has led to significant land acquisition programs in the Great Bay area.
- With the Land Conservation Investment Program (LCIP), monitors the status of 72 state-held LCIP easements. Provides assistance and education to 78 communities in their monitoring of 232 locally held easements and fee simple holdings.

Office of Energy and Community Services

- Through the Biomass Energy Program, supports research, marketing, and the appropriate uses of biomass fuels in New Hampshire. Biomass fuels refer to any organic

material, such as wood or agricultural waste. Encourages the use of forest and agricultural products, thus contributing to the value of undeveloped land.

6. Transportation planning

The design of transportation systems directly affects where and how people live, and how much they rely on automobiles or other forms of transportation. Current transportation planning initiatives focus on five main areas.

- Improving air quality
- Coordinating with municipalities on state highway access
- Coordinating transportation planning and land use planning
- Encouraging alternative modes of transportation
- Decreasing the number of miles driven

By making air quality a criterion when building new roads, health-endangering air pollution is reduced. By coordinating transportation planning with land use planning, we make sure we are working together to address sprawl, rather than at cross purposes. And when we make available and encourage the use of convenient types of transportation other than the car, we initiate a change in behavior that is critical to the long-term effort to deter sprawl.

Department of Cultural Resources

- Cultural Resources has been part of a pilot project to test the usefulness and efficiency of telecommuting. Staff members have worked at home on large projects. This has resulted in reduced travel and less crowded office space.
- Cultural Resources works with the Department of Transportation, Federal Highway Administration, regional planning commissions and various other travel related entities to encourage preservation of historic properties and scenic vistas that might be affected by transportation projects. This has resulted in some rehabilitation of roads and bridges instead of new construction.

Department of Environmental Services

- Uses a Transportation Conformity Process to review transportation projects and make sure that federal transportation funds are given to projects that meet air quality goals. This serves as a check on projects that add highway capacity and result in increased travel and emissions. However, the process is only applied to areas of the state that do not meet federal air quality standards (southeast and south central regions).

Department of Transportation

- Through the Access Management Program coordinates activities between local planning boards and DOT to better manage the number and placement of entrances onto state highways. By planning access well, we reduce congestion, keep traffic moving at a reasonable speed, and keep our roads safe. And we encourage development around intersections, resulting in nodal development instead of development spread out along the lengths of our roads.
- Sponsored the Route 16 Corridor Protection Study, a cooperative transportation and land use planning effort among 37 communities, regional planning commissions, DOT and OSP. The goal is to keep our existing highway systems working well for industries,

businesses, citizens, and communities. Through thoughtful zoning and access management, it is possible to plan for economic development that need not result in strip malls and congestion along our roads and highways.

- Continues the model of coordinating land use and transportation planning in corridor studies of routes 101 and 125.
- Undertakes projects and promotes measures that lead to reduced travel or peak travel demand, such as building park and ride facilities and encouraging businesses to stagger shifts to even out demand.
- In areas where traffic and other factors lead to poor air quality, DOT administers federal funds aimed at relieving traffic congestion and improving air quality. These funds support projects such as the development of bicycle and pedestrian facilities and the purchase of buses.
- For large-scale projects, the analysis of potential environmental impacts includes an assessment of secondary and cumulative effects from foreseeable, induced or independent, land use development. This assists communities in their long-range planning, particularly with respect to identifying and protecting important resources.
- Federal Funds are available for the implementation of bicycle/pedestrian projects through NHDOT.
- Chairs the Bicycle/Pedestrian Transportation Advisory Board, which is currently looking at initiatives related to safety, infrastructure, information systems and education to be included in the update of the Bike/Pedestrian Plan.
- NHDOT sponsored the first annual Bike/Pedestrian Conference in May 1999. Preparations for the second annual conference are underway.
- Sponsoring the Route 2 Study to develop transportation improvements and complementing land use measures, that will maintain and improve the existing highway.

Office of Energy and Community Services (ECS)

- Through its Alternately Fueled Vehicles project, ECS assists state agencies with the purchase and operation of low emission motor vehicles that use fuel other than gasoline. This helps demonstrate their viability and usefulness in retaining a clean environment.
- Helps promote the Department of Transportation's Rideshare and Park 'n Ride programs by sponsoring public service announcements.

Pease Development Authority (PDA)

- The PDA, the City of Portsmouth, and the Cooperative Alliance for Seacoast Transportation have joined together to provide trolley service to downtown attractions and commuter parking lots. The service is designed to reduce air pollution as well as traffic and parking problems.

III. How we can improve: Recommendations



here are five main areas in which state agencies can focus improvement efforts. They are:

- 1. Siting of state offices and facilities in existing buildings or downtown areas**
- 2. Planning and formulating policy at the agency level**
- 3. Influencing development decisions through grants, education, partnerships, and agency policy**
- 4. Making amendments to current regulations and existing programs**
- 5. Looking at new approaches to transportation**

There are other elements external to agencies that state government could focus on, such as:

- 6. Clearly stated mission from state government to address sprawl and land use**
- 7. A budget process that allows for a long term view of capital investments**
- 8. Land use as an important factor in Governor and Executive Council decisions**

There are many factors that contribute to sprawl, some within our immediate control, and some not; some well understood, and others less so.

An important part of managing sprawl will center on changing the way we think about growth and development. This will have to happen at the state, local and individual level. And to be effective, it will have to happen in a cohesive way.

Agencies recommend that we, as state government, begin to incorporate concerns about sprawl into decision-making and that we look toward influencing the decisions of others through education and partnerships. Planning and developing new approaches to decision-making is the second thrust of their recommendations.

The most immediate and obvious recommendation is that agencies set the example by choosing to locate in existing built up areas. Next, agencies ask for more information as they begin the

planning and policy development needed for them to contribute to managed, productive growth, rather than unnecessary sprawl.

Agencies then recommend that we use grants, educational programs, partnerships, and agency policy to work closely with communities and stakeholders on the development decisions they make. If we can educate and build understanding and cohesion at the same time, our efforts will be more effective. Agencies also feel that they should scrutinize their current policies closely, and make needed adjustments to ensure that policies deter, not unintentionally encourage, sprawl.

Finally, agencies see new approaches to transportation as being key to our future. The transportation system of the past several decades has focused on making travel by automobile fast, cheap, convenient, and almost exclusive. This created an environment conducive to sprawl. Now, we need to develop a transportation system that works, but includes options for how we choose to get around. And we need land use planning that goes hand in hand with transportation planning so that communities and the transportation system they depend on share common goals.

State agencies have their own areas of influence. Yet they function in the larger environment of state government as a whole, and this shapes their behavior. Agencies would like to see a mission statement from state government on sprawl and land use to help guide their decisions and actions. Many would like to view capital investments over the long term, but feel that our current budget system makes this difficult. Agencies feel that a clear signal from the Governor and Executive Council on the importance of this issue is crucial. Including land use as a factor in decisions at that level would be such a signal.

Descriptions of recommendations

1. Siting of state offices and other facilities in existing buildings or downtown areas

- When choosing new sites for state facilities, give priority to locations near or in existing built up areas.
- Work closely with local planners and officials to make sure the state facility and its activities will sustain the traditional character of the area.
- Give first priority to locating in existing buildings as opposed to constructing new buildings.

When state agencies need new offices or facilities, where these agencies locate has a real effect on sprawl. When a state agency chooses to locate in an existing building or on vacant property in a downtown or village area, it demonstrates a commitment on the part of state government to control sprawl. It also sends a strong message to communities: that we care about them, that we are willing to invest in them, and that this is an important issue.

All state agencies

All state agencies should have a policy to locate new offices or facilities in or near existing downtown or village areas. Some already do. Others join with towns to provide local service to citizens at town halls.

When appropriate, agencies should work with each other to combine district or regional services in one local facility. This would reduce the need for several different offices and buildings, and make access to services more convenient for citizens.

When state agencies do open a site or facility in an area, they should involve local officials and the public in that decision. This further demonstrates commitment to the health of communities, and ensures that the agency will not unintentionally erode the traditional character of the area.

Administrative Services

The Bureau of Planning and Management, Department of Administrative Services, is the coordinating point for all state leases, with the exception of the University System, the Liquor Commission, and the Court. If anti-sprawl criteria for choosing leased space were set, the Bureau of Planning and Management could direct agencies to comply. Any such policy would need to be well coordinated with and supported by Governor and Executive Council and the Legislative Fiscal Committee.

2. Planning and formulating policy at the agency level

- Produce a comprehensive study on sprawl in New Hampshire to serve as a starting point for agencies in their planning and policy development.
- Develop an overall state policy on sprawl, and urge agencies to incorporate its goals into their agency mission statements.
- Continue to gather and publish data on sprawl.
- Continue to build the GRANIT database.

Communities and state agencies both need a guide on how to conduct their business in a way that does not contribute to sprawl. We have to plan well and formulate sensible, thoughtful policy to guide us. To do that, we need to continue to gather information about sprawl and its effects. We must also develop solid information systems to help us analyze and monitor growth trends.

The Office of State Planning

The Office of State Planning is conducting a study of the effects of sprawl in New Hampshire. Based on the study, OSP will recommend growth management initiatives. This study, to be completed by November 1, 2000, can serve as a basis for policy formulation regarding sprawl at both the state and local level.

It can also serve as the foundation for an overall statewide policy on sprawl. An overall state policy would provide concrete guidance for agencies when making decisions, and in developing their individual agency policy.

In the meantime, we will always need accurate information to make good decisions. OSP should continue to conduct research, gather and publish information, and educate decision-makers. We need to better understand past development patterns, evaluate how existing ordinances and regulations may be contributing to the outward expansion of development, and make informed land use decisions.

NH GRANIT

The State should continue to coordinate GRANIT efforts to provide the best geographic data possible to state and local officials. New data should be combined with existing data in the NH GRANIT geographic information system and used to analyze growth trends and assess sprawl's impact. This information will help in shaping sound policy and land use planning.

3. Influencing development decisions through grants, education, partnerships, and agency policy

- In awarding grants to communities, give special weight to projects that strengthen village and downtown areas and reduce sprawl.
- Educate communities about sprawl.
- Train local officials in land use planning and transportation planning.
- Develop agency policies that give preference to projects with an anti-sprawl component.
- Expand historical preservation initiatives by involving more communities and private partners.

Communities may not want sprawl. But without good information and an understanding of the issues, they may not have the expertise to see it coming and place controls on it. State agencies need to do everything they can to assist and serve as a resource for communities as they make decisions that will shape their future.

Office of State Planning

State Planning administers several federal grant programs, among them the Community Development Block Grant Program, the New Hampshire Coastal Program, and the Scenic and Cultural Byways Program. OSP should focus on awarding grant money to projects that strengthen village and downtown areas and deter sprawl.

OSP is charged with providing training to municipal planning and zoning boards of adjustment. This gives them a great opportunity to develop some educational tools specifically directed at sprawl, like:

- A New Hampshire Planning Video Library Series video that focuses on sprawl
- Recommendations on ways to encourage more concentrated development patterns
- Technical bulletins on downtown revitalization, mixed use, village districts, and preserving agriculture
- Conference sessions related to sprawl issues

The Department of Transportation

The Department of Transportation should continue to strengthen its relationships with the regional planning commissions and communities.

Most land use planning happens at the local level. Transportation planning usually happens at the state level. But to be effective, transportation planning and land use planning must go hand in hand. We want a system that serves communities, and communities that understand how land use and highway access affect their transportation system. By developing relationships and working together, we can create a common vision for systems that work well locally and more globally.

DOT should continue working with local officials with regard to land use and transportation planning with cooperation from the Office of State Planning. Currently the staff of NHDOT provide assistance to the Regional Transportation Advisory Committees in the areas related to transportation planning. This further strengthens the partnership, and gives local officials the skills and knowledge they need to make thoughtful decisions. Print, video, and personal presentations can all be used to help inform local decision-makers.

The Department of Environmental Services

Environmental Services should develop formal Supplemental Environmental Project (SEP) policies designed to favor anti-sprawl projects. SEPs have successfully been used as a way of settling environmental enforcement actions. They are designed to benefit the environment and community near the environmental violation. They could also be used to fund brownfields or anti-sprawl projects.

The Department of Cultural Resources

Cultural Resources should encourage more cities and towns to become Certified Local Governments to take advantage of federal funds set aside exclusively for CLGs. Currently twelve New Hampshire cities and towns have this status. By increasing the number, we increase investments in existing infrastructure, reinforce a sense of community, and encourage economic activity in traditional centers in more places throughout the state.

Preservation Tax Incentive projects achieve similar goals. Cultural Resources should work closely with developers and planners to encourage these projects, and should publicize successful projects.

Cultural Resources uses easements to protect historic properties on farm and forestlands. Close working relationships with the Society for the Protection of New Hampshire Forests, the White Mountain National Forest, the Department of Agriculture, the Division of Parks and Recreation and others have expedited easement projects. Continued partnerships should be emphasized among these groups.

Partnerships among state agencies and those with common interests in the private sector should be encouraged in other areas of state government.

4. Making amendments to current regulations and existing programs

- Clean up abandoned sites for redevelopment, including:
 - Underground storage tank sites
 - Superfund sites, and
 - Brownfields
- Encourage high density development by adjusting drinking water infrastructure programs
- Encourage cluster development
- Modify current regulations to allow for a more comprehensive approach to housing rehabilitation programs

We have many good programs right now, particularly those having to do with environmental clean up and water and sewer regulation. We should scrutinize these programs to see how we can reasonably and effectively use them to help deter sprawl.

Department of Environmental Services

Environmental Services should continue and strengthen several current programs to help deter sprawl.

By continuing its underground storage tank removal program, abandoned properties can be redeveloped, decreasing the need for undeveloped land.

DES should review the status of National Priority List (NPL) or Superfund sites in New Hampshire. Recently EPA has successfully redeveloped several sites, including one in Massachusetts. If any New Hampshire sites are appropriate candidates for redevelopment, we could recover significant amounts of land.

The clean up of brownfields (previously contaminated sites) is an important contribution to the pool of land that can be redeveloped. Right now, it's hard to get enough money for clean up projects. DES is currently working on a low interest loan program for municipalities and developers to make redevelopment possible, and should continue to do so. In addition, DES is working with EPA to expand loan programs for municipalities. Lastly, it has applied for a grant from EPA to provide capital for a revolving loan fund to help the private sector clean up brownfields. These efforts, and others like them, must continue.

Drinking water infrastructure programs should be carefully assessed to see how they can be made more sensitive to sprawl. Right now, infrastructure programs may both impede and contribute to sprawl.

For example, the Drinking Water State Revolving Fund (DWSRF) might provide a loan for a water main extension in a community. The extension would allow concentrated growth to continue in a core development area. But if the extension runs along a previously undeveloped corridor on its way to the core area, then it might also encourage new development along that corridor.

The DWSRF prohibition against funding water main extensions for new developments is another example. A 100 lot subdivision would probably require about 200 acres in areas where there is no public water supply. If we provided public water supply, development could be denser, meaning less land consumption for the same number of units.

Office of Energy and Community Services

The Office of Energy and Community Services oversees a Weatherization Assistance Program that helps low income people make energy conservation improvements to their homes. ECS should continue to identify other measures to help low income people remain in existing housing. This could include:

- Leveraging other federal or private dollars for different programs, such as lead abatement projects.
- Seeking to modify current federal regulations to allow for a more “whole house” approach.
- A “whole house” approach increases property values, and helps continue the use of existing housing.

5. Looking at new approaches to transportation

- Strengthen the transportation conformity program.
- Continue an enhanced access management program.
- Continue to emphasize transportation enhancement, congestion mitigation, and air quality programs.
- Provide convenient transportation options.
- Revise the statewide Bicycle and Pedestrian plan.
- Support the use of railroads.
- Increase the use of state owned Alternative Fuel Vehicles.

We need to continue strong transportation planning to develop a system that does not contribute to sprawl. For the last several decades, our transportation system has focused on moving more cars faster. When you have a system designed for cars, it's hard to get people out of them. Cars are a major factor in convenience and quality of life, but they also contribute to sprawl by making it possible to spread services farther out and still get to them relatively easily. We have a reliance on cars that will be hard to change. As we seek to deter sprawl, we must find ways to reduce the use of cars in our daily lives.

Department of Transportation

The Department of Transportation should continue its work with Regional Planning Commissions to manage the number and location of entrances onto state highways (access management). Excessive numbers of curb cuts (or driveways coming directly onto the highway) can lead to the kind of traffic congestion seen in commercial strips in many parts of the state.

One way to help control access would be to expand the purchase of access rights. Another is to encourage nodal development, i.e., development clustered at selected intersections rather than scattered along the length of a highway. A third way is to sign access management agreements with municipalities. DOT should pursue these options.

We must begin to expand the notions of what constitutes convenient transportation if we seriously want to deter sprawl. One way to do this is to continue transportation enhancement programs, i.e., programs that emphasize the use of different types of transportation, like bicycles and foot traffic, and urban and rural transit. Congestion mitigation and air quality programs are also very important.

Involving communities and employers is key. Transportation Demand Management – identifying when the highest demand is being put on the system, and working with communities and employers to even out the demand through staggered shifts, car pooling, or telecommuting – helps mitigate the effects of sprawl, and build partnerships to help solve problems together. DOT should continue its use of transportation demand.

We must continue to provide park 'n ride lots, and make sharing rides with others more convenient and appealing. We can provide more and better bus stations and encourage more frequent bus service between cities, leading to less traffic on highways, which mitigates some effects of sprawl, and reduces the need to build more highways.

Bus or van service within cities is also important, and can go a long way toward relieving congestion. Progress is being made in this area in Portsmouth and North Conway. What we learn from those efforts can be used in other areas of the state.

By providing inter-modal transfer stations, i.e., centers where people can go and change from one type of transportation (car, bicycle, or walking) to another (bus, trolley, or train) we open up viable options to car-only travel.

To encourage diverse forms of transportation, DOT should also continue to develop plans and programs for pedestrian and bicycle facilities and the revision of the statewide Bicycle/Pedestrian plan.

In order to make new types of transportation cost effective, there need to be enough people using them. In order to get enough people using them, they need to be convenient and efficient. A real challenge for DOT and for the State of New Hampshire is to support these new types of transportation while building a critical mass of users.

Department of Transportation and Department of Health and Human Services

The state should renew its efforts to coordinate transit services for those who would otherwise not be able to travel. Many organizations in the state, including state agencies, provide transit service to various populations. If these services were coordinated, we could reduce duplication and make them more efficient.

Department of Cultural Resources

Cultural Resources has experimented with allowing employees to work at home on certain projects. They recommend continuing this program, and plan to buy two laptop computers in the coming year to make it more feasible.

6. Clearly stated mission from state government to address sprawl and land use

Many agencies, by the nature of their charge, are immediately concerned with sprawl and land use. Others have no direct connection, but may be contributing to it unknowingly, especially when they site new facilities. A clear statewide mission to deal effectively with sprawl could help guide agencies' actions, and get everyone working towards the same goal.

As noted earlier, the Office of State Planning is conducting a study of the effects of sprawl in New Hampshire. Based on the study, OSP will recommend growth management initiatives. The study, to be completed by November 1, 2000, could serve as a basis for determining policy at the state agency and local level.

It could also serve as the foundation for an overall statewide policy on sprawl. An overall state policy would set the stage for agency policy by providing concrete guidance for agencies when making decisions, and in developing their individual agency policy.

7. A budget process that allows for a long term view of capital investments.

Where we choose to locate state offices and facilities is an important part of how we deal with sprawl.

In the short term, investing in an existing structure or a downtown area may be more expensive than building new. However, there may be hidden costs and/or unintended consequences in the long term.

We need a budget process that encourages us to invest for the long term.

8. Land use as an important factor in Governor and Council decisions

When decisions made at the top consistently show that land use is an important factor in those decisions, a strong message goes out. The message is that this is important, and that the state will lead the way in consciously using new approaches, and in choosing a path that will not lead to sprawl.

By demonstrating a commitment to the wise choice of land use, the Governor and Executive Council set the tone for state government.

Report to Governor Shaheen on

sprawl

APPENDIX

State of New Hampshire,
Jeanne Shaheen, Governor

NH Office of State Planning,
Jeffrey H. Taylor, Director

December 1999

Inventory of state agency programs, practices and projects that limit sprawl

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Introduction

Executive Order 99-2 directed the Council on Resources and Economic Development (CORD) to “commence an inventory of agency actions currently underway which promote the retention of our traditional communities and landscape . . . and examine ways in which current . . . programs, rules, regulations and granting programs might be improved upon so as to insure that, as state agencies, they are working to retain our traditional landscape to the maximum extent feasible.”

The Order further directed CORD to extend this inventory to all state agencies, and to produce a report of its findings. To implement this request, CORD asked all state agencies to complete an inventory of their actions and recommendations for improvements. This appendix contains those inventories. For a copy of the report itself, contact the Office of State Planning.

Community Development Finance Authority (CDFA)

* Community Development Investment Program (Investment Tax Credit)

Description

CDFA is authorized to accept up to \$2 million in contributions in any state fiscal year until June of 2002, in exchange for state tax credits, to fund community development projects that were approved by June 30, 1994.

Role as Sprawl Deterrent

All projects that CDFA funds must meet all local land use requirements, and CDFA has invested heavily in downtown rehabilitation projects. As a general rule, CDFA does not support community development projects that would lead to sprawl.

Measured Results, 1/97 - Present

In the last two years, CDFA has dispersed \$2.5 million for downtown revitalization projects in Concord, Keene, and Manchester.

* New Hampshire Main Street Center

Description

The New Hampshire Main Street Center is a delegate agency of CDFA and provides technical support and assistance to local Main Street programs following the principles that have been developed by the National Main Street Center.

Role as Sprawl Deterrent

The Main Street approach teaches communities how to reinvest in traditional downtowns and commercial centers. The discipline that Main Street teaches actively discourages sprawl and commercial strip development.

Measured Results, 1/97 - Present

In the last two years a total of 12 communities has been accepted through a competitive application process as local Main Street Programs. In the two year period, the total expenditure of the NH Main Street Center was \$338,796.

* Economic Development Ventures Fund

Description

Funds maintained by the Authority that support community development activities.

Role as Sprawl Deterrent

The Economic Development Ventures Fund provides support and retail outlets for small home businesses in specialty foods and crafts.

Measured Results, 1/97 - Present

Invested \$95,000 in this Fund.

*** SEED Capacity Grant Program**

Description

Funds maintained by the Authority that support community development activities

Role as Sprawl Deterrent

The SEED Capacity Grant Program has invested money in community development organizations that have focused on business retention, rehabilitation, or reuse of existing structures, or industrial park development.

Measured Results, 1/97 - Present

Invested \$228,000 in this Program.

*** Technical Assistance Fund**

Description

Funds maintained by the Authority that support community development activities.

Role as Sprawl Deterrent

The Town of Winchester is using the Technical Assistance Fund to develop a Master Plan for economic development.

Measured Results, 1/97 - Present

Invested \$6,200 in this Fund.

*** Training and Education Fund**

Description

Funds maintained by the Authority that support community development activities.

Role as Sprawl Deterrent

The training and education fund has been used to support scholarships for staff members of community development organizations to attend professional training in affordable housing and economic development.

Measured Results, 1/97 - Present

Invested \$45,000 in this Fund.

Department of Administrative Services

* State Agency Leasing of Space

Description

Administrative Services is the coordinator and the rule-maker for all private sector leases (except the University system, Liquor Commission and the Courts) and the clearinghouse for disseminating any new information, guidelines or laws that affect the lease process.

Role as Sprawl Deterrent

If so directed by CORD, the Department could implement particular guidelines, rules and/or initiatives to favor the use of existing and/or renovated space in urban/village areas. Any new policy would need to be coordinated and supported by the Governor and Executive Council and the Fiscal Committee.

Department of Agriculture

* Farmers' Markets and Farmers' Market Nutrition (WIC)

Description

Assists and promotes developing and expanding agricultural markets.

The Federally funded Farmers' Market Nutrition (WIC) program, in conjunction with Health & Human Services, has strengthened this marketing option for farms. Markets are often held in urban downtowns.

Role as Sprawl Deterrent

Expanding farm markets promotes farmland retention. Siting on existing space in urban centers is encouraged.

Measured Results, 1/97 - Present

The number of farmers markets has doubled at this time to 26 market sites.

* Farms of Distinction

Description

Recognizes the state's most scenic and attractive farms through an award program.

Role as Sprawl Deterrent

Encourages the maintenance of picturesque farms and rural vistas.

Measured Results, 1/97 - Present

25 farms have received the award since the program's inception in 1997.

*** Agricultural Promotion Mini-Grants**

Description

Matching grant program assists farm and agricultural organizations with promotional activities.

Role as Sprawl Deterrent

Aids small farm viability and thus retention of open space.

Measured Results, 1/97 – Present

20 new projects each year have been aided.

*** Agricultural Land Preservation (ALP)**

Description

State purchased the development rights to 31 agricultural properties during the 1981 - 1991 period. Holdings total 2,865 acres of farmland.

Role as Sprawl Deterrent

Land is permanently protected from conversion to non-agricultural uses.

Measured Results, 1/97 - Present

Expanded monitoring program and new administrative rules to direct the monitoring are in progress.

*** Current Use (RSA 79-A)**

Description

Commissioner represents agricultural interests as a member of the Current Use Board.

Role as Sprawl Deterrent

Provides for the taxation of open land at its “current use” value rather than its development value.

Measured Results, 1/97 - Present

Program continues to provide lasting benefit in preserving open space land. Many towns have established conservation funds by taking advantage of the Land Use Change Tax Fund amendments in RSA 79-A:25-a, enabling land acquisition and easement purchases.

Department of Corrections

* Facility Locations

Description

In siting District Offices and Sub Offices, the Department uses existing structures. The Department generally tries to take advantage of cost effective measures by using government building space.

Role as Sprawl Deterrent

In locating offices, the key component is to provide the greatest access to clients. That usually means location of sites near the center of a city or village.

Department of Cultural Resources

* Division of Historic Resources (DHR): Federal Review and Compliance

Description

The DHR reviews construction or reconstruction of infrastructure and community facilities to insure that historical and archaeological resources are taken into account.

Role as Sprawl Deterrent

The process identifies properties eligible for or on the National Register of Historic Places, thus bringing attention to preservation of historic properties.

Measured Results, 1/97 - Present

Rehabilitated and affordable housing, and civic, commercial, and religious projects in communities.

* New Hampshire State Council on the Arts: Arts Cultural Organizations and Real Estate

Description

Council provides funds for renovation of cultural facilities operated by 501(c)(3) organizations or municipalities that support the arts for the general public.

Role as Sprawl Deterrent

Program helps communities keep and maintain cultural facilities in downtown locations.

*** DHR: Certified Local Government Grants**

Description

Competitive grant program for preservation projects in twelve cities and towns that have certified local government status.

Role as Sprawl Deterrent

Encourages economic activity in traditional centers rather than in new developments.

Measured Results, 1/97 - Present

Rehabilitation of grange building in Goffstown and intensive level historic survey of downtown Concord.

*** DHR: Preservation Tax Incentives**

Description

Twenty percent Preservation Tax credits are available for work done on income-producing properties listed on the National Register of Historic Properties

Role as Sprawl Deterrent

Rehabilitation of existing structures can create affordable housing or new business development in abandoned or underutilized buildings.

Measured Results, 1/97 - Present

Drewsville Mansion in North Walpole is now low income apartments and a Head Start facility; Goffstown High School is now elderly apartments.

*** DHR: Conservation License Plate Fund**

Description

A portion of these funds will be used for publicly owned historic properties listed or eligible for the National Register of Historic Places.

Role as Sprawl Deterrent

Puts focus on existing structures, helps preserve cultural heritage.

*** DHR: Historic Preservation Easements**

Description

Historic preservation easements which protect historic farms, farmland, forests and archaeological sites.

Role as Sprawl Deterrent

Easements provide permanent protection.

Measured Results, 1/97 - Present

Conner farm in Exeter; Village in Milford and Hollis; Nevers Paleo-Indian site in Jefferson; and both of New Hampshire's Shaker Villages, in Canterbury and Enfield.

*** DHR: Technical assistance to farm and forest owners of historic properties**

Description

The Division of Historical Resources (DHR) works with others on open space preservation, particularly on agricultural properties and barns. DHR introduced legislation to provide grants to barn owners.

Role as Sprawl Deterrent

Barn preservation encourages the continuance of agricultural practices. Information and education on historic properties provides incentives for their protection and preservation.

Measured Results, 1/97 - Present

Expanded monitoring program and new administrative rules to direct the monitoring are in progress.

*** DHR: Historic Preservation Initiatives**

Description

DHR's mission is to preserve historical resources in downtown and village centers. DHR emphasizes the importance of identifying and evaluating historic resources by providing technical assistance to New Hampshire citizens and cities and towns.

Role as Sprawl Deterrent

These initiatives help deter sprawl by focusing on saving existing structures and infrastructure, encouraging reuse and educating landowners on the importance of historic resources.

Measured Results, 1/97 - Present

Establishment of three new Certified Local Governments, and eight new National Register Listings. Historic structure reports on numerous buildings and bridges. Participation in numerous workshops and training sessions for local officials.

*** NH State Council on the Arts: Arts in Communities**

Description

Through the New Hampshire State Council on the Arts, provides funding (up to \$3,500.00 per project) for downtown festivals, creation of artwork in the community center, or the presentations of art programs in the downtown area.

Role as Sprawl Deterrent

Helps communities maintain downtowns as vital places.

Measured Results, 1/97 - Present

A total of \$46,550 was awarded to 22 organizations representing 33 communities.

*** Telecommuting Policy**

Description

The Department has been part of a pilot project to test the effectiveness of telecommuting.

Role as Sprawl Deterrent

Minimize the travel that individual employees might undertake.

Measured Results, 1/97 - Present

Fewer trips, less gas consumption.

Department of Education

*** Department Office Locations**

Description

The Department's two main offices and seven regional offices are located in existing State owned or rented facilities and are in urban areas.

Role as Sprawl Deterrent

Limits sprawl by not adding buildings to the landscape.

*** School Construction**

Description

Districts are encouraged to renovate and/or add on to existing buildings where possible rather than building new schools.

Role as Sprawl Deterrent

Limits sprawl by not adding buildings to the landscape.

Department of Environmental Services

*** Covenant Not to Sue Program**

Description

This program provides liability protection in the form of a Covenant Not to Sue in exchange for the development and execution of a remedial action plan.

The program is geared primarily toward the private sector, although there are three municipalities (Concord, Londonderry and New Ipswich) participating in this program.

Role as Sprawl Deterrent

Allows redevelopment of abandoned industrial land.

Measured Results, 1/97 - Present

Sixteen sites have been found eligible and 14 sites have enrolled in the program.

*** Brownfields Site Assessment Demonstration and Targeted Site Assessment Pilots**

Description

The Department has been aggressively pursuing federal grants to assist municipalities with contaminated, tax delinquent properties. Two of the types of available EPA grants are:

- Brownfields site assessment demonstration pilots
- Targeted site assessment pilot grants.

Role as Sprawl Deterrent

Facilitates redevelopment of abandoned industrial land.

Measured Results, 1/97 - Present

Ten communities are being assisted with assessments of contaminated properties.

*** Emergency Removal Program and DES Emergency Removal Pilot**

Description

EPA's Emergency Removal Program addresses imminent public health and environmental hazards. The removal program typically removes drums of chemicals, tanks and waste piles that pose an immediate public health or environmental threat.

This program typically expends several million dollars every year in New Hampshire. The Hazardous Waste Remediation Bureau is actively involved with the identification of sites and the oversight of EPA removals.

In addition to EPA's program, EPA awarded New Hampshire a \$250,000 pilot project to conduct removals using state contractors and personnel. The removal of hazardous waste and chemicals at abandoned sites is often the first step in the eventual redevelopment of the property.

Role as Sprawl Deterrent

Facilitates redevelopment of abandoned industrial land.

Measured Results, 1/97 - Present

The removal program has enabled the redevelopment of the Lamont Laboratories site (Londonderry) and Electrocircuits site (Laconia).

It has been an important step in making progress at A.C. Lawrence Tannery, Avilite, J.P. Stevens Mill, Surette Battery, Grugnale and other sites.

*** Pease Air Force Base Redevelopment**

Description

The Waste Management Division has worked closely with the Air Force and the Pease Development Authority to investigate and remediate the former Pease Air Force Base. Much of the redevelopment has gone into refurbished former military buildings or into an area of former base housing that has been converted to an industrial park.

Role as Sprawl Deterrent

Conversion of significant industrial land in an urban center.

Measured Results, 1/97 - Present

Over three hundred acres of land was converted to commercial use alone by demolishing dilapidated former base housing.

*** Petroleum Reimbursement Program**

Description

Provides funds for remediation of petroleum releases, and facilitates redevelopment of petroleum contaminated sites.

Makes it easier to obtain financing from banks for these types of sites, since the bank knows that there is a dedicated source of funding available to address environmental problems.

Role as Sprawl Deterrent

The programs have been instrumental in minimizing the abandonment of small country stores and gasoline service stations throughout New Hampshire.

Measured Results, 1/97 - Present

Since the inception of the petroleum reimbursement funds, over 1300 sites have been found eligible to participate in the program and over \$38 million has been spent on remediation of sites.

*** Transportation Conformity**

Description

Transportation conformity ensures that Federal transportation funding and approval are given to those transportation projects that are consistent with air quality goals.

It serves as a check on those projects that add new roadways that result in increased vehicle travel and associated increased emissions.

However, transportation conformity is only required in areas that do not meet federal air quality standards. For New Hampshire, this includes the southeast and south central regions.

Role as Sprawl Deterrent

All highway projects are reviewed for consistency with air quality goals, which may be a sprawl deterrent.

All transportation investments have the potential to promote sprawl, even those that have a positive air quality benefit and help to meet transportation conformity requirements. For example, rideshare programs may be beneficial for air quality because they reduce single occupant vehicles, but they also can increase long-distance commuting.

Measured Results, 1/97 - Present

No major changes in planned projects have resulted from implementation of transportation conformity.

*** Supplemental Environmental Projects (SEP)**

Description

SEPs are environmentally beneficial projects which a party agrees (but isn't legally required) to undertake in settlement of an enforcement action.

DES has successfully used SEPs in a number of settlements to enhance environmental protection by negotiating the acquisition of fee simple ownership or a conservation easement for valuable natural resource areas.

Role as Sprawl Deterrent

SEPs can be used to protect environmentally sensitive lands from development.

Measured Results, 1/97 - Present

- NH International Speedway — 270 acres adjacent to Soucook River
 - Grassy Pond, Litchfield — 96 acres
 - Atlantic White Cedar Swamp, Manchester — 376 acres
 - Sagamore Creek, Portsmouth — 30 acres
 - Ragged Mountain Ski Area — 80 acres
-

*** Wetlands Mitigation**

Description

DES is responsible for regulating land and water-related development activities that can fill or adversely affect the health of tidal or inland wetlands.

The Department often works with applicants to mitigate unavoidable impacts by protecting other wetlands of equal or greater value through conservation easements or fee purchase.

Role as Sprawl Deterrent

Conservation easements can be used to protect environmentally sensitive lands from development. In some cases, land is adjacent to lands already protected, creating larger tracts of permanently protected lands and reducing fragmentation of wildlife habitat and forests.

Measured Results, 1/97 – Present

49 parcels, 1,119 acres protected

*** State Revolving Fund (SRF) and State Aid Grant (SAG) Programs for Wastewater Infrastructure**

Description

RSA 486:1,III provides financial assistance in the form of a 20 percent, or if the community's sewer user fee is 20 percent higher than the state average user fee, a 30 percent grant for the planning, design and construction of certain sewage disposal facilities by municipalities.

The SRF program is a low interest loan program to assist communities with the design and construction of eligible wastewater projects. The requirements for obtaining a SRF loan are generally the same as for the SAG program.

Role as Sprawl Deterrent

Collector sewers (lateral sewers primarily installed to collect wastewater directly from individual building sewers) are eligible for SRF and SAG program funding only if remediating:

- A documented public health threat
- Groundwater contamination
- A nuisance condition.

Sewer extensions for new development are not eligible. This helps towns and cities invest in existing town or urban centers and areas of concentrated population.

Measured Results, 1/97 - Present

Since 1/97 DES has made 12 loans to 11 municipalities for wastewater projects totaling \$25,523,000.

In that same period, DES has made 46 wastewater grants to 28 municipalities totaling \$22,587,960.

*** Drinking Water State Revolving Fund (DWSRF) and State Filtration Grants Program**

Description

The DWSRF, created in 1996, provides low interest loans to community water systems, public and private, for water system infrastructure projects.

A community water system is one which serves at least 15 service connections or 25 year round residents. A portion of the DWSRF may be used to acquire source water protection land.

The State Filtration Grants Program provides general fund assistance for required filtration of surface water sources or provision of alternative water sources.

Role as Sprawl Deterrent

Funding assistance is not available for extension of water system infrastructure for new development. Such extensions must provide access to existing community water systems that are not in compliance with state regulations.

Source water protection land acquisition helps to keep sprawl from impacting valuable water supply sources.

Measured Results, 1/97 - Present

Since 1/97 DES has made 55 filtration grants totaling \$4,158,429 and 12 DWSRF loans totaling \$9,442,181.

*** Proposed Water Supply Land Conservation Program**

Description

SB135 proposes creation of a new state water supply land conservation program, funded at \$1.5 million annually. The program would provide matching funds to public water suppliers for acquisition and permanent protection of valuable source water protection areas.

Role as Sprawl Deterrent

Source water protection land acquisition helps to keep sprawl from impacting valuable water supply sources.

Measured Results, 1/97 - Present

Program development and technical support provided for legislative initiative in the 1999 session.

*** Regional Environmental Planning Program (REPP)**

Description

The biennial budget for DES includes \$225,000 annually, which is earmarked for contracts with the nine Regional Planning Commissions. The contracts are to develop and support a partnership between the department and the regions on environmental issues of common concern.

Role as Sprawl Deterrent

Land protection was the priority issue for REPP work during the first two years of the program (1998-99). The proposed scope of services for the third year of the program includes provision of technical assistance to communities on natural resource planning and sprawl prevention issues.

Measured Results, 1/97 - Present

The RPCs surveyed all municipalities in the state to identify important natural and cultural resources for permanent protection. Four thousand four hundred and forty such resources were inventoried. This information was made available to the Land and Community Heritage Commission, established by the Legislature to consider development of a state resource protection program.

*** Subsurface Sewage Disposal Systems (SSDS) Program**

Description

The DES Subsurface Systems Bureau reviews applications for the subdivision of land and the design of individual septic systems.

Role as Sprawl Deterrent

Env-Ws 1005.04, Cluster Subdivisions - Lot Density, allows lot density within cluster subdivisions to be computed by a certain calculation. Thus, we have a way to apply SSDS policies to cluster developments.

Measured Results, 1/97 – Present

DES has approved six cluster subdivisions since 1/97.

Note: Program staff noted that local zoning and approval requirements frequently preclude cluster subdivisions.

*** Nonpoint Source Program Grants**

Description

Since 1990, DES has offered Nonpoint Source Program Grants to governmental subdivisions and nonprofit organizations to address polluted runoff.

Role as Sprawl Deterrent

Funding is available to address pollution concerns related to development, including assistance with local land use regulations, and to implement best management practices to address polluted runoff.

Measured Results, 1/97 - Present

\$285,000 in grants distributed in 1997; \$245,000 in grants distributed in 1998.

Department of Fish and Game

*** Department of Fish and Game Strategic Plan**

Description

Strategic policy document adopted in 1998 states the Department's mission, projects a vision for the future, and identifies goals and strategies to guide activities to the year 2010.

Role as Sprawl Deterrent

Plan goals focus on:

- Sustaining fish and wildlife habitats and populations
- Influencing land use and human activities
- Providing for public access to resources
- Working in partnership with the public

Measured Results, 1/97 - Present

Strategic plan is being implemented at the division and project levels. One result is an expansion of habitat management and protection programs.

*** Fish and Game Commission Policy on Fish and Wildlife Habitat**

Description

The Department will conserve, restore, enhance and develop habitats to improve their productive capacity, and promote a policy of no net loss for state and federal projects impacting fish and wildlife habitat.

Role as Sprawl Deterrent

Promotes conservation of habitat resources and avoidance or mitigation of adverse effects from state or federally funded projects.

*** Federal Aid in Fish and Wildlife Restoration Programs**

Description

Funds collected through a federal excise tax on hunting and fishing equipment and dispersed to state fish and wildlife agencies. State match of 25% is required.

Role as Sprawl Deterrent

Funding of habitat protection and management, as well as fish and wildlife population monitoring and management.

Measured Results, 1/97 - Present

In FY98, \$3.2 million received from Federal Aid in Fish and Wildlife Restoration Programs.

*** Technical Assistance in Habitat Management Programs**

Description

Biologists provide technical assistance to landowners on integrating habitat concerns into land management planning and activities.

Role as Sprawl Deterrent

Programs help landowners achieve the multiple objectives for which they own wild lands, helping to keep these lands undeveloped.

Measured Results, 1/97 - Present

125 proposed forest harvest operations on 20,000+/- acres reviewed and recommendations made.

*** Cooperative Management of State owned Forestlands**

Description

The Department and the Division of Forests and Lands cooperate in the management of State-owned forestlands and wildlife management areas. Includes shared funding of two forestry technicians.

Role as Sprawl Deterrent

Sound stewardship of publicly owned land for its ecological, economic, and recreational values.

Measured Results, 1/97 - Present

Land stewardship through science-based forest management and habitat enhancement on almost 200,000 acres of State forests, State parks, and wildlife management areas.

*** Acquisition of Land and Easements for Wildlife Management Areas**

Description

Establishment of wildlife management areas through purchase or donations of land and through conservation easements that provide significant habitat.

Role as Sprawl Deterrent

Protection of significant fish and wildlife habitats, including additions to and linkages between existing conservation lands.

Measured Results, 1/97 - Present

The Department acquired 1000+/- acres in easements and fee ownership during the specified period. Total ownership is 30,500+/- acres (19,060 fee; 11,440 easement).

*** UNH Cooperative Extension Wildlife Habitat Conservation Program**

Description

Funded by Fish and Game, this program provides training and technical assistance on habitat stewardship to community leaders, landowners and natural resource professionals.

Role as Sprawl Deterrent

Increased knowledge and awareness of wildlife habitat needs and how to implement habitat conservation strategies helps to deter sprawl.

Measured Results, 1/97 - Present

Site visits and management recommendations on 20 tracts totaling 8,500+/- acres. Fourteen hundred people reached at workshops and presentations. Habitats newsletter mailed to more than 1000. Coverts Program has 69 active cooperators.

*** Cooperative Sign Program**

Description

The Department provides a variety of signs for cooperating landowners to post on their property. The signs help control undesired public activities.

Role as Sprawl Deterrent

By proactively addressing landowner concerns regarding certain public uses of private lands, landowners are less likely to close land to public access or convert land to uses that may contribute to sprawl.

Measured Results, 1/97 - Present

An estimated 5000 signs per year are provided to the 500+/- landowners cooperating in the sign program, helping to keep tens of thousands of acres across the state open for public recreational activities.

*** Environmental Technical Assistance**

Description

Assists community and agency decision makers in reviewing road, utility and other development proposals.

Role as Sprawl Deterrent

Identifies potential impacts and recommends alternatives and mitigation to protect resources and reduce land fragmentation.

Measured Results, 1/97 - Present

The Department ecologist works full-time on this project. Other staff, most notably the endangered species biologist, also commit time as needed.

*** Wetland Protection Project**

Description

Identified wetland complexes in the towns of Durham and Lee that provide habitat for rare turtles. Maps produced as planning tools in cooperation with OSP.

Role as Sprawl Deterrent

Assisted these towns in identifying priority areas for protection through community planning.

Measured Results, 1/97 - Present

Developed a process that can be used by planners in other communities.

*** Manual on Integrating Wildlife Habitat into Community Planning**

Description

Instructional manual designed to assist communities in identifying and protecting significant wildlife habitats. Developed in cooperation with OSP and UNH Extension.

Role as Sprawl Deterrent

Enhances community planning with a focus on setting priorities to protect large blocks of unfragmented land, habitats with rare species, and unique natural communities.

Measured Results, 1/97 - Present

Manual will be available later in 1999. A program to train communities in its use is being developed.

*** New Hampshire's Living Legacy - The Biodiversity of the Granite State**

Description

A text describing our current knowledge of the status of biodiversity in New Hampshire.

Role as Sprawl Deterrent

Increases awareness of biodiversity and the importance of its protection.

Measured Results, 1/97 - Present

Fifteen hundred copies of New Hampshire's Living Legacy have been distributed.

*** New Hampshire Ecological Reserve System Project (ERS)**

Description

A cooperative effort of more than 20 stakeholder groups who developed a "blueprint" for biodiversity conservation in New Hampshire, including a scientific evaluation of biodiversity and its current protection status on existing conservation lands.

Role as Sprawl Deterrent

Identifies resources critical to the protection of biodiversity and strategies for achieving biodiversity conservation. Among the most important concerns is the continued fragmentation of natural habitats.

Measured Results, 1/97 - Present

ERS reports have been released to planners, state agencies, conservation organizations, and other land protection interests to help direct their efforts toward conservation of biodiversity.

*** Threatened and Endangered Wildlife Protection Programs**

Description

Inventories, monitors and protects threatened and endangered wildlife species.

Role as Sprawl Deterrent

The focus of rare species conservation is shifting from protecting point locations to protecting habitat. Identification and protection of rare species habitats will deter sprawl.

Measured Results, 1/97 - Present

New Hampshire receives approximately \$40,000 per year of Federal Section 6 funding for endangered species, and commits about an equal amount in nongame program funds and services.

*** National Estuarine Research Reserve**

Description

In partnership with NOAA, mandated involvement in coastal decision making in cooperation with New Hampshire Coastal Program.

Role as Sprawl Deterrent

Working with other agencies to provide training for local communities in natural resource inventory, priority setting, and protection.

Measured Results, 1/97 - Present

Training program and supporting information is in development.

*** Great Bay Resource Protection Partnership**

Description

A partnership of agencies and non-profit organizations working to identify and protect significant resources in the Great Bay area.

Role as Sprawl Deterrent

Land acquisition that protects the rural quality and significant natural resources of Great Bay.

Measured Results, 1/97 - Present

550 acres protected (\$1.25 million).

Two thousand acres targeted and \$7 million currently available.

*** Visitor and Education Centers**

- Sandy Point Discovery Center
- Twin Mountain Visitor Center
- Warren Visitor Center

Description

Centers open to the public with educational displays and programs presented on a variety of ecology and resource management topics.

Role as Sprawl Deterrent

A better educated public has a greater understanding of and appreciation for the undeveloped habitats necessary to sustain our state's fish and wildlife populations.

Measured Results, 1/97 - Present

60,000 to 70,000 people visit these centers each year.

*** Fish and Wildlife Education Programs**

- Discover Wild New Hampshire Day
- Aquatic Resources Education
- Hunter Safety Training
- Trapper Education
- Becoming an Outdoor Woman Program
- Project Home
- Project Wild
- Wonders of Wildlife

Description

Various educational programs that provide information and training in ecology, natural history, outdoor skills, and fish and wildlife management.

Role as Sprawl Deterrent

A better educated public has a greater understanding of and appreciation for the undeveloped habitats necessary to sustain our state's fish and wildlife populations.

Measured Results, 1/97 - Present

Collectively, these diverse educational programs serve more than 100,000 people per year.

*** Committee Activities**

- Current Use Board
- Land and Community Heritage Commission,
- NRCS State Steering Committee
- Forest Resources Plan Steering Committee
- Forest Sustainability Standards Work Team
- NH Sustainable Forestry Initiative
- NH Comparative Risk project

Description

The Department of Fish and Game actively participates on many short and long term committees whose work directly or indirectly acts to deter sprawl.

Role as Sprawl Deterrent

- These various committees address assorted issues related to:
- Land use activities and decision making
- Land and resource protection
- Technical guidance and financial assistance to landowners
- Current environmental concerns and visions for the future.

The resulting policies, products and programs have direct or indirect effects on deterring sprawl.

Health and Human Services

*** Office Locations**

Description

The Department regularly conducts Requests for Proposals (RFPs) for leasehold space throughout New Hampshire.

Role as Sprawl Deterrent

The location of facilities is decided on based on client population and public access. Secondary to this, the Department can modify RFP procedures to give priority to proposals supporting Executive Order 99-2.

Measured Results, 1/97 - Present

The main offices of Health and Human Services are in the Brown Building, a renovated state owned building. No new construction has taken place to support or fulfill any of the Department's lease RFP's.

Department of Resources and Economic Development

* Forest Legacy

Description

Federal program initially authorized by the 1990 Farm Bill. Provides funds for the protection of working forestland through easement or fee acquisition.

Role as Sprawl Deterrent

Protects working forestland.

Measured Results, 1/97 - Present

New Hampshire acres protected since 1997: 7,759.

* Forest Stewardship Program/Stewardship Incentive Program (SIP)

Description

SIP is a federal program providing cost share funds for forest management planning and improvement projects.

The Forest Stewardship Program provides technical support to landowners and resource professionals regarding sound forest stewardship. The program is administered cooperatively through an agreement with UNH Cooperative Extension.

Role as Sprawl Deterrent

Encourage sound forest stewardship; discourage permanent loss of forestland.

Measured Results, 1/97 - Present

46,902 acres under stewardship plans in 1997. 366,181 acres under stewardship plans in 1999.

* New Hampshire Tree Farm Program

Description

Landowner recognition and education program. Provides information and technical assistance on sustainable forest management and forest policy issues.

Role as Sprawl Deterrent

Encourages sound forest stewardship; discourages permanent loss of forestland.

Measured Results, 1/97 - Present

1,645 Tree Farms 1997.

1,696 Tree Farms 1998.

*** Forest Sustainability Standards Work Team**

Description

Formed in 1995 in part to develop statewide, recommended voluntary forest management practices. The guidebook, *Good Forestry in the Granite State*, was released in February 1997. It provides landowners with a myriad of management options to address both economic and ecological objectives.

Role as Sprawl Deterrent

Encourages sustainable management of land; discourages conversion to other uses.

Measured Results, 1/97 - Present

Since its release over 500 copies have been distributed and 10 landowner/forester workshops have been conducted.

*** United States Forest Service, Economic Action Programs**

Description

Provides information and technical assistance to the forest industry to help improve marketing and use of forest products. This program is administered cooperatively through an agreement with UNH Cooperative Extension.

Role as Sprawl Deterrent

Supports the forest landowning/managing industry, enhancing their ability to retain land.

*** Urban and Community Forestry/Community Tree Stewards**

Description

Federal program designed to focus attention on the management of community trees. Trained volunteer Tree Stewards help implement the program in their local communities.

Role as Sprawl Deterrent

Increase community and public awareness of the benefits of community forestry.

Measured Results, 1/97 - Present

1997 – 22 Tree Stewards Trained

1999 – 37 Tree Stewards Trained

*** Forest Education Programs**

- Urban Forestry Center
- Fox State Forest
- Shieling Forest

Description

Forest information and education programs are presented at these facilities. Programs are designed to expand knowledge and motivate the general public and professional resource managers to maximize the contribution of New Hampshire's forests to the quality of life in our state.

Role as Sprawl Deterrent

Increase awareness of the benefits of forestland and open space.

Measured Results, 1/97 - Present

1997 – 61 programs offered.

1998 – 69 programs offered.

*** Management of State-owned Forestland: RSA 227-H**

Description

The Division of Forests and Lands is responsible for forest management activities on 145,000 acres of state-owned forestland.

The Division is also responsible for working cooperatively with other state agencies on the management of forestland within their jurisdiction.

Management on reservations must give due consideration to conservation of all resources, and consider the context of the reservations in the surrounding landscape.

Role as Sprawl Deterrent

Protection and management of forest land for economic, ecological, and recreation values.

*** Policy on Use and Management of Mountaintops for Communication Facilities**

Description

Limits communication facility development on DRED lands to the 16 sites that have historically provided the state's public safety communications needs.

Designation of additional communication sites would only be considered to meet demonstrated public health and safety communications needs and would require local/regional public hearings and Governor and Executive Council approval.

Role as Sprawl Deterrent

Protects against mountaintop development of communication sites on state land. May provide a framework for assessment on private land.

*** Acquisition and Disposal of Real Property: RSA 227-H**

Description

Departmental policy details criteria and procedures for acquisition and disposal or exchange of DRED property. Lands are judged primarily on their value as managed lands for conservation, forestry, and public outdoor recreation.

Role as Sprawl Deterrent

Protection against permanent loss of forestland to other uses.

Measured Results, 1/97 – Present

1680.2 acres of conservation easement and 121.6 acres of fee ownership land acquired since 1/97.

*** Right of Way/Timber Harvest Access Policy**

Description

DRED does not grant permanent rights-of-way to private parties across land under its administrative jurisdiction. Temporary access for timber management on abutting properties is granted by permit, with conditions or limitations to protect the state land.

Role as Sprawl Deterrent

Can potentially prevent or limit development on lands abutting DRED properties.

Measured Results, 1/97 - Present

There have been 2 requests for permanent right-of-way since 1/1/97.

*** Nash Stream Camp Lot Policy**

Description

Describes the historical background for the DRED policy of not granting private recreational leases (campsites) on our State Forest and State Park lands. Establishes the objective of phasing out private recreational camp use at Nash Stream by June 30, 2039 (50 years from date of policy implementation).

Role as Sprawl Deterrent

Demonstrates Department policy to reduce rather than promote sprawl-type activities on state land.

*** Policy on Protection and Management of the Appalachian Trail Corridor**

Description

Policy establishing a trail corridor protective zone of 500 feet on each side of the Appalachian National Scenic Trail where it passes through land under the administrative jurisdiction of DRED. It establishes management guidelines designed to preserve and improve the scenic quality within the protective zone.

Role as Sprawl Deterrent

Provides management model for consideration by private landowners along the AT trail corridor.

*** New Hampshire Natural Heritage Inventory**

Description

Inventories, monitors and protects rare plant species and significant natural communities.

Role as Sprawl Deterrent

Provides information to landowners and managers on the locations and habitat needs of rare plant species and significant natural communities to guide development.

Measured Results, 1/97 - Present

Responded with information to nearly 3,000 requests. Database currently contains records about more than 4,300 rare plant populations, rare wildlife populations, and significant natural communities.

*** Timber Harvest Law Enforcement RSA 227-J**

Description

The Division of Forests and Lands is responsible for enforcing all timber harvesting laws, including the Basal Area Law and Timber Trespass Law. The Basal Area Law requires that forested buffers be left along town and State roads, streams, and bodies of water, following a timber sale.

Role as Sprawl Deterrent

New Hampshire's timber harvest laws may help to deter development; however, this is not their intent.

*** Committee Activities:**

- Forester Licensing Board
- Ecological Reserves Steering Committee
- Forest Stewardship Committee
- Community Forestry Commission
- New Hampshire Tree Farm Committee
- Granite State Division of the Society of American Foresters
- State GIS Advisory Committee
- State Groundwater Protection Committee
- Natural Resource Network
- Conservation Education Committee
- Land and Community Heritage Commission

Description

The Division of Forests and Lands actively participates on many short and long term committees whose work directly or indirectly acts to deter sprawl.

Role as Sprawl Deterrent

These various committees address assorted issues related to:

- Land use activities and decision making
- Land and resource protection
- Technical guidance and financial assistance to landowners
- Current environmental concerns
- Visions for the future

The resulting policies, products and programs have direct or indirect effects on deterring sprawl.

*** New Hampshire Forest Advisory Board RSA 227-I:5**

Description

Authorized through legislation, the Forest Advisory Board is appointed by the Director, Division of Forests and Lands. The twenty members of the Board are representative of diverse forest interests and geographic regions of the state.

Role as Sprawl Deterrent

Advises the Division on forest related issues including land conversion and sprawl.

*** New Hampshire Forest Resources Plan RSA 227-I:8**

Description

Guiding policy document for the Division of Forests and Lands. Developed in 1994 by the division and a 20-person steering committee representing a variety of interests.

Role as Sprawl Deterrent

The recommendations in the Forest Resources Plan focus on:

- Protecting forest land
- Promoting forest-based industry
- Encouraging sustainable management of public and private lands
- Promoting informed decision-making
- Enhancing the public awareness of the benefits of forests and forestry

Measured Results, 1/97 - Present

Since the plan was developed more than 50 percent of the recommendations have been acted on.

*** Management of State Parks System**

Description

The Division of Parks and Recreation is responsible for managing and operating the State Park System, 10,000 acres of developed parkland. The Division is charged with making these areas accessible to the public for recreational, scientific, and other uses, consistent with their protection and preservation.

Role as Sprawl Deterrent

Parklands are kept open for recreational use.

*** Administration of Land and Water Conservation Fund (LWCF)**

Description

The Division of Parks and Recreation is responsible for administering the federal LWCF which provides funding for land acquisition and recreation facility improvements.

Role as Sprawl Deterrent

Land acquired under the LWCF program adds protected open space land.

*** Management of Recreational Use**

Description

The Division of Parks and Recreation is responsible for recreational activities, in cooperation with other State agencies, across all 165,000 acres of land under the jurisdiction of the Department of Resources and Economic Development.

Role as Sprawl Deterrent

Assures the incorporation of recreational values in the management of state owned lands.

Measured Results, 1/97 - Present

*** Regional Industrial Targeting**

Description

The targeting of western and northern New Hampshire for industrial growth by the Office of Business and Industrial Development (OBID).

Role as Sprawl Deterrent

Absorbs the demand for industrial sites within the state while lessening traffic pressures in faster growing areas.

Measured Results, 1/97 - Present

Number of prospects per region shown and sold industrial facilities over time.

*** Encouraging Use of Tax Increment Financing (TIF) Districts**

Description

TIF makes re-investment in older downtowns more affordable to municipalities and more attractive to investors and developers.

Role as Sprawl Deterrent

Makes existing markets more attractive, lessening demand for development of new areas.

Measured Results, 1/97 - Present

Measures number and dollar value of TIFs for re-development of existing products.

*** Retention and Expansion of Existing Businesses**

Description

Approximately 80 percent of the OBID resources are devoted to working with existing business.

Role as Sprawl Deterrent

Existing businesses can often expand at present sites without impact on public infrastructure. Expansions that need new sites can be encouraged to expand to lower growth areas. Steady growth of existing industry lessens the effects of “boom/bust” cycles. This lessens the need for municipal development, or budget cuts, during recessions to replace lost tax revenues.

Measured Results, 1/97 - Present

Activity levels and customer service surveys of existing businesses and tracking of their location decisions

*** Travel and Tourism Industry Development**

Description

Travel and Tourism is a “low impact” industry for infrastructure needs and traffic.

Role as Sprawl Deterrent

Successful travel and tourism allows citizens in the western and northern parts of the state employment opportunities without moving to the fast growth areas.

New Hampshire’s Travel and Tourism industry is often natural resource based. An appreciation for New Hampshire’s natural assets makes the likelihood of poorly planned development less probable.

Measured Results, 1/97 – Present

Growth of the industry, especially in the West and North Country.

Department of Safety

*** Motor Vehicle Registration in Municipal Offices**

Description

The Department of Safety has long provided for the registration of motor vehicles by town and city clerks in their offices, to provide more convenient services to the public.

Role as Sprawl Deterrent

This approach decreases travel to Concord for citizens and avoids the Department’s having to construct separate regional registration centers. This strategy of coordinating state services in municipal offices should be encouraged.

*** Siting Fire Standards and Training Facilities**

Description

The Department of Safety is seeking to site new training facilities on land adjacent to the existing Fire Academy.

Role as Sprawl Deterrent

By consolidating training facilities at the same location, the Department of Safety seeks to limit the need to locate additional facilities elsewhere in the state.

Measured Results, 1/97 - Present

A proposed FAA crash-fire-rescue training simulator facility is planned for a five-acre parcel next to the Fire Academy.

Department of Transportation

* Route 16 Corridor Protection Study

Description

Cooperative transportation and land use planning effort between 37 communities, regional planning commissions, DOT, and OSP.

Role as Sprawl Deterrent

Encourage sound land use planning and transportation design to accommodate current and anticipated growth.

Measured Results, 1/97 - Present

- Produced documents and videos on the subjects of Travel and Tourism, Community Design, Access Management, and Land Use and Transportation.
- Developed a Corridor Management Plan and established a Corridor Advisory Committee to monitor and communicate implementation of the Corridor Management Plan.
- Four ongoing pilot studies in Tamworth, Ossipee, Madison, and Albany to deal with community vision and cooperative activities to achieve goals of the Corridor Management Plan.

* Route 125 Corridor Study

Description

Cooperative transportation planning venture between two communities, a regional planning commission, and DOT.

Role as Sprawl Deterrent

- Develop a short range plan to include roadway improvements.
- Specific short and long range recommendations for changes in zoning ordinances, subdivision, and site plan review regulations.
- Develop an access management plan for the corridor.

Measured Results, 1/97 - Present

Study has not yet been completed.

*** Route 101 Corridor Study**

Description

Cooperative transportation planning venture of seven communities, two regional planning commissions, and DOT.

Role as Sprawl Deterrent

Develop a unified approach to correct deficiencies in physical and policy conditions affecting the Route 101 corridor.

Measured Results, 1/97 - Present

Study has not yet been completed.

*** Unified Planning Work Programs**

Description

Planning work programs funded with federal money under cooperative agreements with DOT and the regional planning commissions.

Role as Sprawl Deterrent

Land use and transportation issues are addressed by representatives of the state, regional planning commissions, and local communities within the respective jurisdictions of the regional planning commissions.

Measured Results, 1/97 - Present

Transportation improvement programs, regional transportation plans.

*** Access Management**

Description

Ongoing effort to coordinate activities between local planning boards and DOT District offices in issuing driveway permits.

Role as Sprawl Deterrent

Goal is improved coordination and eventual memorandum of understanding between local planning boards and the State to manage access.

*** Scenic Byways**

Description

Federal program to identify and enhance the character of New Hampshire highways designated as scenic and cultural byways by the State of New Hampshire.

Role as Sprawl Deterrent

Develop tools such as corridor management plans, tree protection policies, and outdoor advertising controls to protect roads designated as scenic byways.

*** Transportation Enhancement**

Description

Federal program administered by DOT to promote more livable communities and enhance the development of an transportation system.

Role as Sprawl Deterrent

Projects have and will include:

- Bicycle and pedestrian facilities
- Historic preservation of transportation facilities
- Scenic and historic highway programs
- Preservation of abandoned railway corridors

Measured Results, 1/97 - Present

Approximately 150 projects have been built or programmed for implementation during the existence of this program

*** Congestion Mitigation and Air Quality**

Description

Federal program to relieve congestion and improve air quality for areas declared as ozone non-attainment.

Role as Sprawl Deterrent

Typical projects include, but are not limited to:

- Bicycle and pedestrian facilities
- Purchase of buses
- Establishment of Transportation Management Associations.

Measured Results, 1/97 - Present

Approximately 100 projects have been completed or programmed for implementation during the existence of this program.

*** Wetlands Mitigation**

Description

The Department of Transportation tries to minimize the disturbance of wetland areas in planning highway improvements and to mitigate necessary impacts by protection or restoration of wetlands in other areas.

Role as Sprawl Deterrent

Permanent preservation or restoration of wetland areas of equal or greater value compared to wetlands impacted by highway construction.

Measured Results, 1/97 - Present

Since 1992, the Department has permanently protected 1,500 acres of wetlands in the state and has created over 370 acres of wetland mitigation.

Governor's Office of Energy and Community Services

*** Alternately Fueled Vehicles (AFV) Project**

Description

The AFV Project seeks to demonstrate the viability of low emission, alternately fueled vehicles by helping state agencies purchase and operate AFV's for in state service.

Role as Sprawl Deterrent

The AFV Project contributes to cleaner air in New Hampshire communities. Clean air enhances livability in urban areas and helps retain populations there.

Measured Results, 1/97 - Present

The state has added 15 low emission vehicles to the state fleet and plans to double that number in the next two years.

*** Biomass Energy Program**

(Biomass refers to organic material such as wood or agricultural waste)

Description

The ECS Biomass Program:

- Provides staff support for the state's Biomass Advisory Committee
- Issues RFP's and awards contracts to undertake biomass related research and marketing
- Promotes appropriate uses of biomass fuels in New Hampshire
- Partners with the Northeast Regional Biomass Program on research and development projects of joint interest

Role as Sprawl Deterrent

Increased use of biomass energy resources enhances markets for those resources. It contributes to the value of undeveloped land and enables private landowners to keep their land open.

*** Building Energy Conservation Initiative (BECI)**

Description

ECS's Building Energy Conservation Initiative seeks to increase energy efficiency in all New Hampshire state-owned buildings. It coordinates work with:

- The affected state agencies
- Qualified energy service companies
- The EPA's Energy Star Buildings Program
- The DOE's Rebuild America Program
- Appropriate financing resources.

Role as Sprawl Deterrent

The BECI reduces operation and maintenance costs and lengthens the functional life of buildings of all types. This makes it possible for agencies to remain in current buildings and reduces the need for new construction.

Measured Results, 1/97 - Present

This is a new program.

*** Community Energy Partnership (CEP) Grants**

Description

The CEP grant program is designed to support and encourage New Hampshire communities as they move to reduce their reliance on fossil fuels, increase local use of renewable energy resources, and improve long-term environmental sustainability.

CEP grants help communities address energy efficiency in government, commercial, and residential buildings. CEPs provide an opportunity — and an obligation — for the community to engage in significant public education about the value of the funded project to the community.

Role as Sprawl Deterrent

The CEP grant program fosters community partnerships that can:

- Help upgrade existing buildings to make them more cost-effective to operate, thus reducing rents and retaining or attracting businesses in existing sites;
- Contribute to downtown and village district enhancement programs;
- Undertake long-range planning for community sustainability, including things like energy supplies, transportation, or commercial vitality. The goal is to enhance livability within existing boundaries rather than engender sprawl.

Measured Results, 1/97 - Present

This is a new program.

*** Title Weatherization Assistance Program (WAP)**

Description

The WAP assists owners and tenants of single and multi-family residential properties to make cost-effective energy efficiency improvements, easing the burden of high energy costs. The WAP is offered throughout the state and administered at the local level by the six Community Action Agencies.

Role as Sprawl Deterrent

WAP reduces the energy required to heat existing residential buildings. It reduces home operation costs and increases the value of upgraded homes. Residents are able to remain in existing housing, mitigating the need for new construction, and their housing increases in value, contributing to the vitality and preservation of downtowns and village centers.

Measured Results, 1/97 - Present

In the last two years, the WAP has installed energy conservation measures in approximately 1,130 residential units.

*** Home Improvement Information Resources**

Description

ECS maintains a catalog and stock of informational materials related to home improvement through investment in energy efficiency, renewable energy resources, and energy conservation measures. These materials are sent out in response to public requests, sometimes generated by the Office's own marketing, sometimes by word-of-mouth, sometimes by appearances at public events.

Role as Sprawl Deterrent

Increased energy efficiency reduces the operating cost of a home or building, increases its affordability, makes it an attractive place to stay and so reduces the demand for new housing.

*** Park 'n Ride, and Rideshare Programs**

Description

ECS monitors and helps to promote the Department of Transportation's Rideshare and Park 'n Ride programs. The primary means of promoting these programs is ECS-sponsored public service announcements.

Role as Sprawl Deterrent

The program seeks to reduce vehicle miles traveled, reducing the need for highway construction and improvements.

Joint Board of Licensure for Engineers, Architects, Land Surveyors, Foresters and Board of Certification for Natural Scientists.

Description

The Agency is an umbrella licensing and certification entity for land use professionals.

Role as Sprawl Deterrent

The Board of Licensure for Foresters is involved in actively supporting Forestry and Forest Management. The Board of Certification for Natural Scientists promotes the wise use of land, including wetlands.

Liquor Commission

* Retail Liquor Stores

Description

The Liquor Commission currently operates 72 separate Retail Liquor and Wine Outlets throughout the State. Ten of the sites are state owned and 62 are leased.

Role as Sprawl Deterrent

Comply with Executive Order 99-2 if and when new State Liquor Stores are planned and support local and state programs when leasing existing retail space.

Measured Results, 1/97 - Present

No new state owned facilities have opened in the last two years.

New Hampshire Community Technical College

* Construction of College Building

Description

Community Technical Colleges are encouraged to renovate and/or add on to the existing buildings where possible.

Role as Sprawl Deterrent

Limits sprawl by not adding buildings to the landscape.

* Athletic Fields

Description

The Community Technical Colleges, where possible, offer the use of their fields to community youth athletic groups.

Role as Sprawl Deterrent

Limits amount of sprawl by not using existing landscape for ballfields, etc.

* Pennachuk Watershed Project

Description

A partnership with the Community Technical College at Nashua and Pennachuk Waterworks to use land on the college to provide clean water to the Greater Nashua community.

Role as Sprawl Deterrent

Protects the quality of water and improves the wetlands that surround the College.

New Hampshire Employment Security

* Office Locations

Description

Employment Security Offices have been established statewide since 1935. Presently, there are 13 local offices.

Role as Sprawl Deterrent

The 13 local offices are all established in urban settings or designated labor market areas. It would be counter productive to move an office away from the densely populated labor market areas.

* One-Stop Shopping

Description

Program that provides employment information via computers at 75 libraries throughout the state.

Role as Sprawl Deterrent

Provides services locally, reducing the need to travel.

New Hampshire Housing Finance Authority

* Multi-Family Housing Development Programs

Description

Finances the development of rental housing for low income citizens. Uses Low Income Housing Tax Credits, HOME Investment Partnerships and other funds.

Role as Sprawl Deterrent

Projects compete for limited funds, and scoring system favors rehabilitation or reuse of existing properties.

Measured Results, 1/97 - Present

Of 11 multi-family development projects in the past two years, 8 were reuse or redevelopment.

*** Single Family Rehabilitation**

Description

HOME Investment Partnership funds are used to rehabilitate single family houses.

Role as Sprawl Deterrent

Rehabilitation of existing housing decreases the need for new construction.

Measured Results, 1/97 - Present

95 single-family homes were rehabilitated.

*** First Time Homebuyer Program**

Description

Tax exempt bond financed mortgages for first-time single family homebuyers.

Role as Sprawl Deterrent

Income limits and purchase price limits encourage buyers to purchase existing homes.

Measured Results, 1/97 - Present

Of 2,246 single-family mortgages, only 3.87% were for newly built homes.

New Hampshire Office of Emergency Management (OEM)

*** National Flood Insurance Program (NFIP)**

Description

This is a federal program administered by OEM to provide flood insurance to communities in flood prone areas.

Role as Sprawl Deterrent

NFIP places limits on development in areas of extreme flood danger and limits development in other areas. In those communities that do not participate, disaster aid is limited.

Measured Results, 1/97 - Present

180 of New Hampshire's 234 communities participate in NFIP.

*** Project Impact**

Description

This is a program aimed at mitigating a variety of natural hazards. It is a cooperative effort involving the Federal Emergency Management Agency, OEM and local communities.

Role as Sprawl Deterrent

Project Impact involves extensive planning and analysis of natural hazards. Projects in New Hampshire have focused on downtown areas, encouraging development to remain in existing locations.

Measured Results, 1/97 - Present

Project Impact communities in New Hampshire: Peterborough, Salem and Plymouth.

*** Radio Tower Locations**

Description

OEM operates a variety of radio systems, which use mountaintop repeaters. These all use existing sites.

Role as Sprawl Deterrent

This has more to do with aesthetics than development, but with all the controversy over cell phone towers, this agency would like to avoid putting up new towers that stand out.

Measured Results, 1/97 - Present

A new high frequency radio system is currently being developed. It is being sited at existing National Guard facilities.

Office of State Planning

*** Community Development Block Grant Program (CDBG)**

Description

CDBG is federally funded by HUD, and administered by OSP. Its primary objectives are:

- To benefit low and moderate income persons
- To eliminate slums or blighted areas
- To address an urgent need

Role as Sprawl Deterrent

Eligible projects include:

- Economic development
- Public facility improvements
- Housing construction and rehabilitation

Project evaluation process recognizes impacts on the community. There appears to be room for the program to play a more significant role in limiting sprawl.

Measured Results, 1/97 – Present

Since 1997,

- 26 CDBGs have been awarded to 23 communities for downtown area projects
 - Total dollar amount: \$10,636,311.00
-

*** Municipal and Regional Assistance Program**

Description

Provides technical assistance, information, and guidance to:

- Regional planning commissions
- Communities
- Zoning and planning officials

Role as Sprawl Deterrent

Offers information and education about sprawl as part of its fall and spring planning conferences.

Measured Results, 1/97 – Present

- State grants to nine regional planning commissions are \$230,000.00 annually
 - Produced documents to promote sound land use planning and development
-

*** Community Stewardship Program**

Description

Provides support to communities interested in identifying and evaluating planning and development problems, and in designing solutions.

Role as Sprawl Deterrent

Community design charrettes (planning meetings), facilitated by PlanNH and NHCP, help towns find workable and acceptable solutions that support development in village centers rather than in outlying areas.

Measured Results, 1/97 - Present

Community charrettes conducted in Bradford, Franklin, Whitefield, Greenfield, and Farmington (PlanNH), and Rollinsford and Strafford (NHCP).

*** Land Conservation Investment Program Monitoring (LCIP)**

Description

Monitors the condition and status of 72 state-held conservation easements acquired by the LCIP. Covers a total of 25,000 acres.

Provides technical assistance and education to 78 municipalities to monitor 232 locally held easements and fee simple holdings on approximately 25,000 acres.

Role as Sprawl Deterrent

Continuous monitoring of LCIP land interests ensures these areas are free from development.

Measured Results, 1/97 – Present

25,000 acres of land held by the state are monitored annually. Locally held interests are monitored on a periodic basis, determined by the community.

*** NH GRANIT Geographic Information System**

Description

NH GRANIT, New Hampshire's statewide geographic information system, is built on cooperative efforts of a number of agencies, working on various elements of the database, according to a commonly accepted set of standards.

For the most part, the NH GRANIT database is archived at Complex Systems Research Center at UNH. Quality control assures that data meet standards approved by CORD, as recommended by its Geographic Information System (GIS) Advisory Committee.

Role as Sprawl Deterrent

A centralized GIS database provides a means of allowing users to access the most recent and correct version of any of the data layers.

NH GRANIT is an important tool for improving state and local government decision making, particularly in land use planning and regulation, natural resource inventory and management, and other areas related to sprawl.

*** Scenic and Cultural Byways Program**

Description

This program has established and works to maintain a network of scenic and culturally interesting roads. Its purpose is:

- To encourage ecotourism
- To encourage sustainable use of natural and cultural resources

Role as Sprawl Deterrent

Funded corridor management plans in the North Country, Seacoast, Lakes Region, and Connecticut River Valley. Plans identify resources and areas where development should or should not be considered.

Measured Results, 1/97 - Present

Four corridor byway plans: \$672,238.00

*** Scenic and Cultural Byways Program: Projects**

Description

Apply for and administer Federal Scenic and Cultural Byways Program funds for specific projects that support byways program objectives.

Role as Sprawl Deterrent

Many of these projects have direct impacts on sprawl by supporting:

- Reuse of existing historic buildings
- Preservation of agricultural lands
- Revitalization of urban centers

Measured Results, 1/97 - Present

- Purchased farmland easements in Londonderry, protecting land from strip development (\$210,504)
 - Assisted creation of interpretive centers in historic building renovation projects in Manchester and Wakefield and in three downtown areas - Claremont, and Lancaster, and in historic buildings (\$655,253)
 - Assisted in traffic improvements:
 - 1) trolley kiosks in seacoast
 - 2) parking and sidewalks for visitor center in Berlin (\$470,848)
-

*** New Hampshire Coastal Program (NHCP)**

Description

The NHCP coordinates policies and planning with coastal communities and several state and federal agencies. Its purpose is to balance the preservation of natural resources of the coast with social and economic needs.

Its five primary goals:

- Protect and restore marine and terrestrial coastal natural resources
- Assist in the prevention and abatement of pollution to the coast
- Maintain a diversity of uses and ensure adequate opportunity for all citizens
- Support a viable economy that does not compromise the integrity of the coastal resources
- Promote a general awareness and a sense of stewardship towards the coast among citizens

Role as Sprawl Deterrent

Directly or indirectly addressing sprawl are the following NHCP policies:

- Coastal resource protection
- Fish and wildlife management
- Unique natural areas, recreation facilities
- Rural quality of Great Bay
- Floodplain protection
- Water quality
- Coastal dependent uses

Measured Results, 1/97 - Present

Technical Assistance Grants assist communities with their identified planning needs: master plans, zoning ordinances, subdivision regulations, conservation and open space plans, resource protection plans, all of which either directly or indirectly address the issue of sprawl.

*** NHCP: Brownfields**

Description

NHCP has begun efforts to use EPA funds under its Brownfields Program. The program is aimed at expediting the clean up and redevelopment of contaminated sites, so that they are returned to usable condition.

Role as Sprawl Deterrent

This investment encourages reuse in the core areas of each community.

Measured Results, 1/97 - Present

Received EPA grant for \$200,000 to work with four coastal NH communities (Dover, Durham, Newmarket and Rochester) to develop strategies for reuse of centrally located contaminated sites.

*** NHCP: Downtown Capital Improvements**

Description

Improving the community core has often been a side benefit of the NHCP goal of providing public access to tidal waters. This in turn has improved the attractiveness and desirability of investment in the coastal downtowns.

Role as Sprawl Deterrent

Investments in downtown areas contribute to their long-term viability and thus work to decrease sprawl.

Measured Results, 1/97 - Present

Exeter, Newmarket, Durham, Dover and Portsmouth have all undertaken substantial riverfront improvement projects with NHCP assistance.

*** NHCP: Land Acquisition**

Description

NHCP and the National Estuarine Research Reserve have assisted in acquiring lands identified as priority resource protection areas.

Role as Sprawl Deterrent

Acquisition of land and protecting it from development stops sprawl at the property boundary lines. Land acquisition projects focused on the protection of the rural quality of Great Bay.

Measured Results, 1/97 - Present

NHCP funded The Nature Conservancy (TNC) to produce a priority land protection strategy for Great Bay. Based in part on that plan, TNC led in gaining approval of a \$6 million federal appropriation to acquire those lands.

*** NHCP: Coastal Nonpoint Pollution Control Program**

Description

Coordination among the:

- NHCP
- Department of Environmental Services (DES) Nonpoint Source program
- New Hampshire Estuaries Project

has resulted in a highly visible approach to solving the problem of nonpoint pollution.

Non point pollution is usually identified as polluted runoff.

Focus has been on urban runoff, but has included addressing problems as varied as local highway maintenance practices and agricultural manure management measures.

Role as Sprawl Deterrent

Nonpoint pollution is a problem caused in part by sprawl. Programs to reduce it may also reduce the effects of sprawl.

*** NHCP: Regulation and Enforcement**

Description

NHCP assists DES with specific enforcement activities:

- Enforcement of wetlands regulations
- Erosion and sedimentation regulations (site specific)
- Subsurface disposal regulations (septic tanks)
- Sewage treatment plant operations

Role as Sprawl Deterrent

These environmental protection activities indirectly, and perhaps directly, address sprawl.

New Hampshire Veterans Home

* Facility Location

Description

The New Hampshire Veterans Home is developing a 100-bed addition to its existing facility on the current campus of the Veterans Home in Tilton.

Role as Sprawl Deterrent

Since this planned expansion is located on the current campus, it will not be necessary to build other infrastructures on undeveloped land in the state. The Veterans Home will continue to centralize and/or locate programs and facilities on the existing campus rather than developing these throughout the state.

Measured Results, 1/97 - Present

While other off-site locations were evaluated as part of the selection process for the addition, no further expansions are planned beyond the Tilton campus.

Pari-Mutuel Commission

* Commission Office Locations

Description

The Commission maintains field offices located at each racetrack authorized under RSA 284. The space is usually less than 100 square feet and is enclosed as part of an existing structure.

Role as Sprawl Deterrent

Limits sprawl by not adding any new structures to the landscape. The Commission continually monitors its public mission and will continue to be sensitive to the issues of sprawl.

Pease Development Authority (PDA)

* Pease-Portsmouth Trolley Service

Description

The PDA, City of Portsmouth, and the Cooperative Alliance for Seacoast Transportation have joined together in an effort to provide service to downtown attractions and commuter parking lots.

Role as Sprawl Deterrent

The Trolley Service is designed to help relieve traffic and parking problems and reduce vehicle-source air pollution.

Measured Results, 1/97 - Present

This is a new program, effective August 2, 1999.

Public Utilities Commission

* Departmental Office Location

Description

The Commission has one main office in a rented facility located in an urban area.

Role as Sprawl Deterrent

The Commission is evaluating its current office space needs. In its selection process, existing buildings available for renovation in Concord are given additional consideration, where possible.

Youth Development Services

* Facility Locations

Description

The Department consists of three programs housed in two separate facilities: 1056 River Road, Manchester and 45 South Fruit Street in Concord.

Role as Sprawl Deterrent

Both facilities are on long-standing state sites. There are no current plans to expand beyond the boundaries of either site. Future rehabilitation plans on the Manchester Campus will consolidate all programs into one location.

Measured Results, 1/97 - Present

The goal of the Department is to improve facilities by rehabilitating them, rather than building new ones.